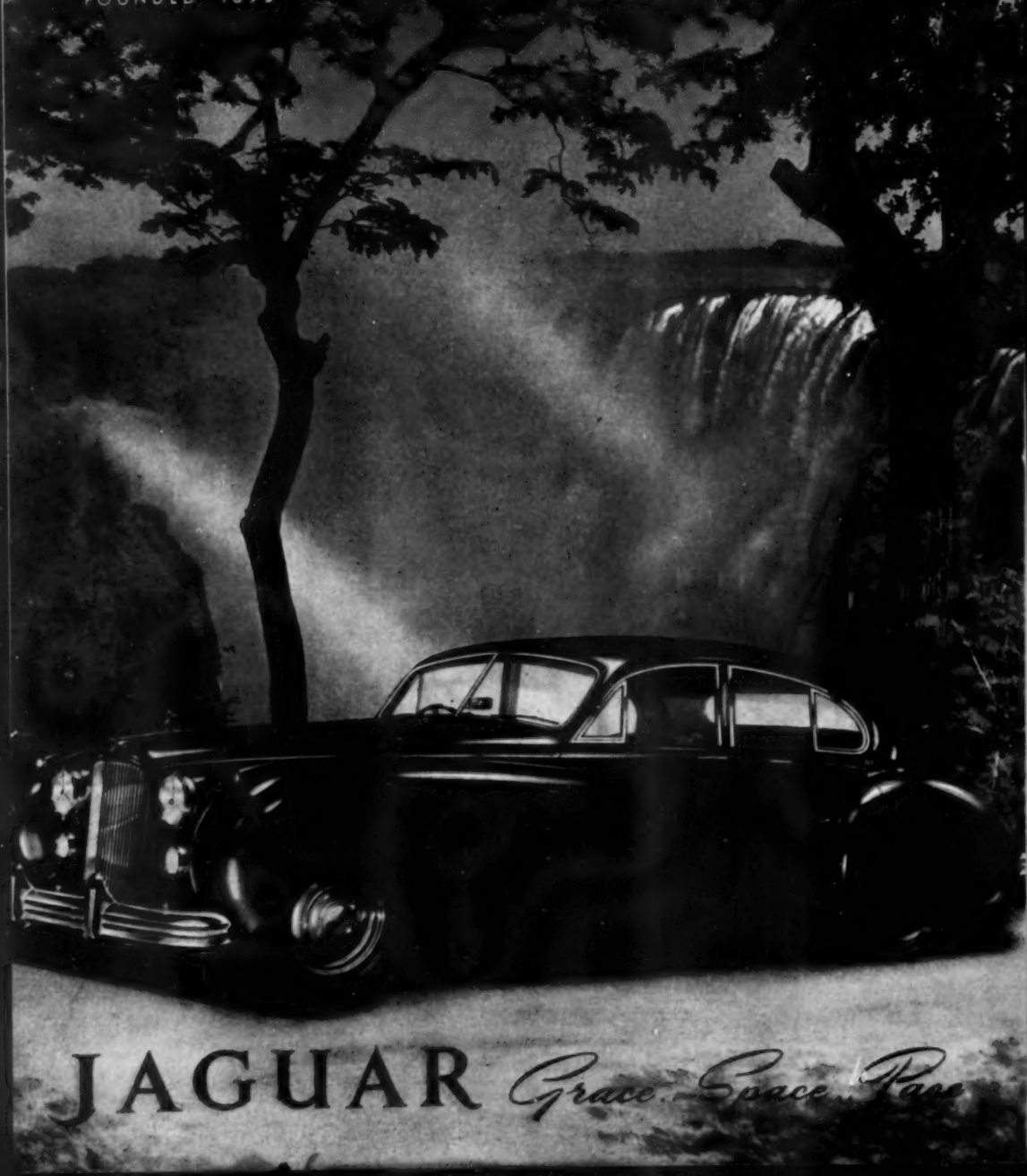
MARCH 14, 1952

The Autocar

1/-

FOUNDED 1895

LARGEST CIRCULATION



THERE'S NO DOUBT GIRLING SERVICE IS WAY OUT AHEAD

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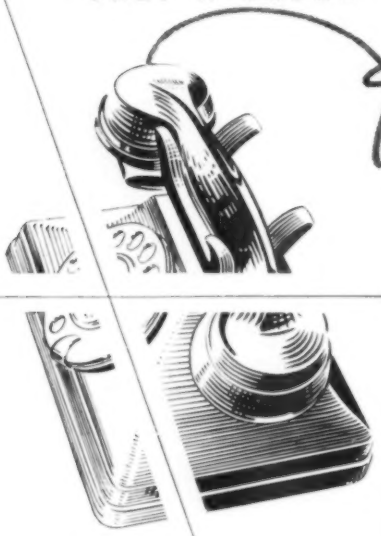
WHEREVER
YOU ARE YOU'RE
ONLY A PHONE CALL'S DISTANCE
from



W E

'WARNING'
"Use only Girling Wakefield crimson brake fluid. The use of alternative fluid will not only render our guarantee null and void but may make your brakes inoperative by destroying the rubber seals."

There's a local agent in your district employing factory trained personnel and specially equipped to deal efficiently with every service requirement using only genuine GIRLING SPARES

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GIRLING
THE BEST BRAKES IN THE WORLD
SERVICE

GIRLING LTD
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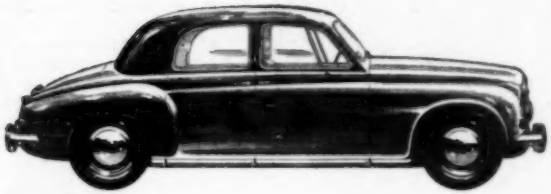
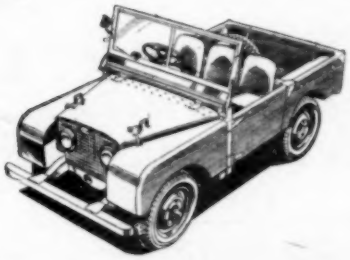
By Appointment to the late King George VI
Manufacturers of Land-Rovers
The Rover Company Ltd.





ELEGANCE in design and performance is typified by the Rover Seventy-Five, whilst versatility is the characteristic virtue of its workaday companion, the Land Rover, which with its four-wheel drive and power take-off, does the work of several vehicles.

Both are products of a firm that puts craftsmanship first — the firm that has given the World its first gas turbine driven car.

ROVER
LAND-ROVER

Alike in Craftsmanship

THE ROVER COMPANY LIMITED • SOLIHULL • BIRMINGHAM, ALSO DEVONSHIRE HOUSE • LONDON
CVS-156

A

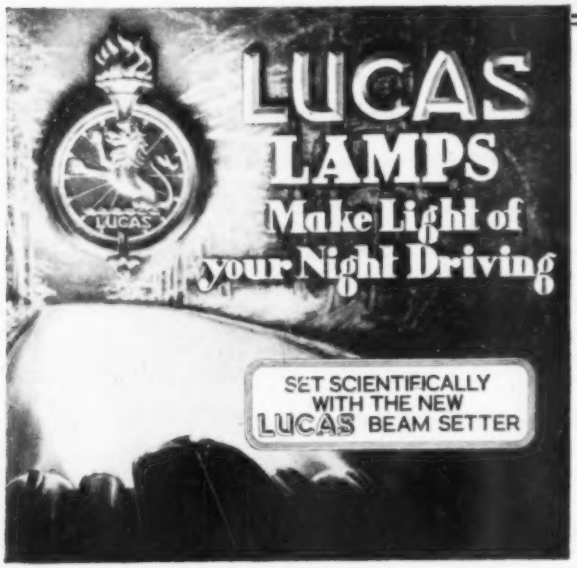
Nothing left to chance...

This illustration of a prefocus headlamp filament being spot welded to its mount gives some idea of the delicate operation involved.
While the operators are highly skilled, nevertheless nothing is left to chance and quality control tests of light output, burning life, robustness, etc. are carried on throughout manufacture to ensure that there is no tendency to drift from the high standard set for these automobile lamps.

METROVICK LAMPS

Quality controlled throughout manufacture

METROPOLITAN-VICKERS ELECTRICAL CO. LTD., ST. PAUL'S CORNER
1-3 ST. PAUL'S CHURCHYARD, LONDON, E.C.4. *Member of A.E.I. group of companies*
S/V 101



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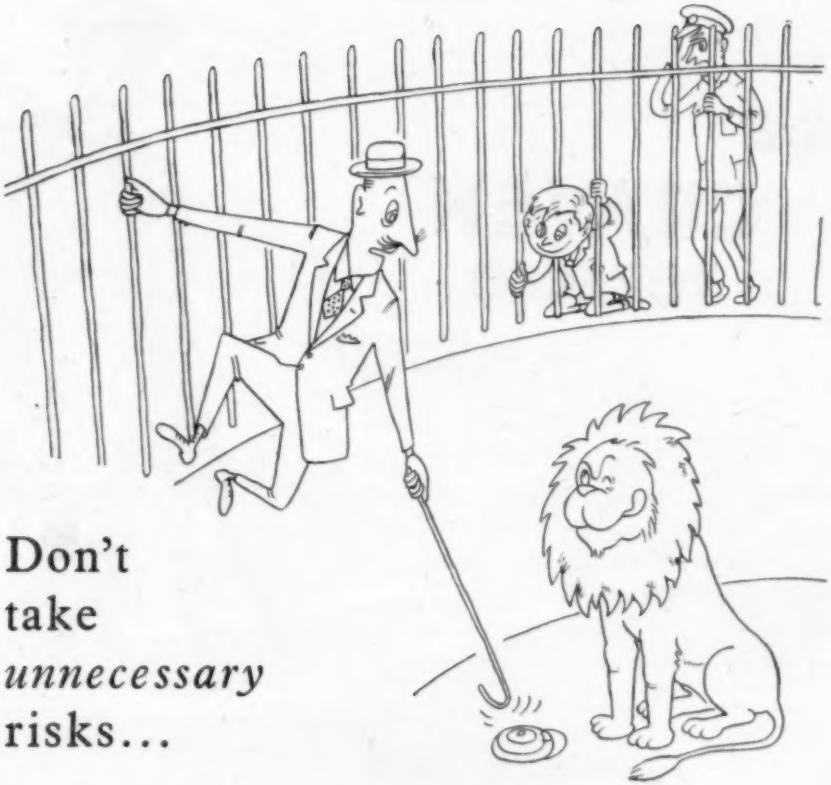


Don't take *unnecessary* risks...

LION-HEARTED? Yes, but look around and see what happens to folk who take unnecessary risks. Is it worth it? Can you afford to be a daredevil Daniel? No use asking the gentleman in the bowler hat — work it out for yourself; you've probably got a lot of responsibilities — you've got to think twice before you act. As a case in point; when you're buying small components for big machines, it's so easy to be misled into buying parts of attractive price *but dubious quality*. Take Springs, for instance...

WARNING TO MANUFACTURERS: You take unnecessary risks whenever you buy 'cheap' springs of uncertain quality; low initial outlay will never balance the ultimate harm they may do to your product, your prestige and your purse. When you specify "Springs by Salter" you're certain of getting top-flight quality — quality that cuts out risk and guarantees years of highly-efficient, dependable service. Only the best — of materials and workmanship — is good enough for SALTER.

INSIST ON QUALITY

Buy **SALTER** *of course*

Est. 1760

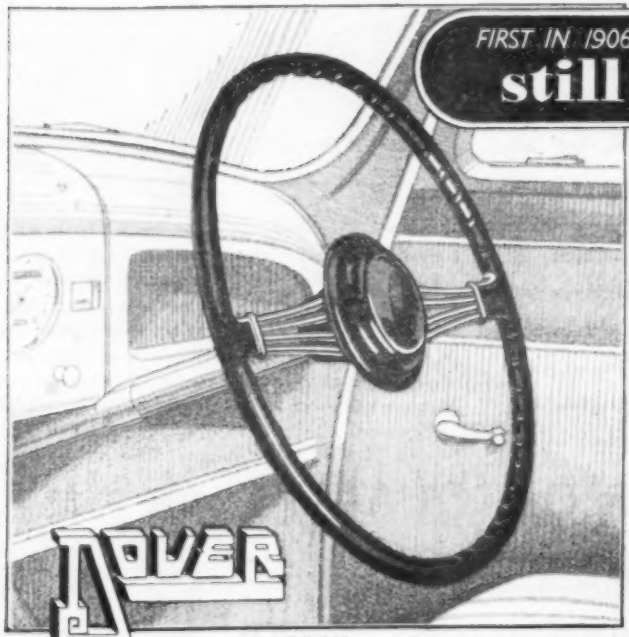
GEO. SALTER & CO. LTD., WEST BROMWICH

he's a CRAVEN TOBACCO man

CRAVEN TOBACCO gives the man of action just what he wants — a smooth, flavourful smoke of untiring satisfaction. It is always in fine condition, it never bites or clogs, and a pipeful is as enjoyable striding across country as when relaxing indoors.

Obtainable in three blends: *Craven Mixture 4/6 an oz.; Craven Empire de luxe Mixture 4/2 an oz.; Craven Empire Curly Cut 4/3 an oz.*

FOR MEN WHO KNOW GOOD TOBACCOS



FIRST IN 1906—
still the best!

THE
"SAFETY" STEERING WHEEL

Here is proof:—

FROM A WELL-KNOWN MOTORING WRITER . . . *3rd December, 1951.*

"I have taken the liberty of addressing this to you personally to make sure that the following information comes to your notice.

"It is to thank you for supplying me with one of your Two-spoke DOVER Steering Wheels to which I am quite sure ***I OWE MY LIFE TO-DAY.***

"Last week a lorry pulled across the road in front of my car, with insufficient warning, thus rendering a bad smash inevitable.

"The front of my car sustained extensive damage, the windscreen was completely shattered, but happily I suffered no ill-effect from the impact.

"That I attribute to the fact that your flexible steering wheel 'gave' sufficiently to prevent fracturing my ribs or causing severe internal, perhaps fatal injuries."

DOVER LTD., NORTHAMPTON

SAFETY SPRING ARM STEERING WHEELS

The SM 1500

It looks a good car–

and it is a good car

★ Sunday Times . . . *Gives a road performance that is a delight to a critical driver and is reassuringly comfortable to his passengers.*

Officially appointed Dealers have approved facilities for servicing all Singer Motor Cars. Owners should avail themselves of this service.

SINGER MOTORS LTD · BIRMINGHAM & COVENTRY

LOOSE COVERS

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Perfect fit guaranteed for any make of car. Please ask for our patterns and price list

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Non-Ferrous CASTINGS

Our specialised knowledge is offered to you in the supply of Castings from a few ounces up to 5 tons——in

PHOSPHOR BRONZE

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(Tensile Strength 45 tons per sq. in.)

ALSO

Light Alloy Castings, 'BIRSO' Chill-cast Rods and Tubes, Centrifugally-Cast Worm-Wheel Blanks, Ingot Metals, Phosphor Copper, Phosphor Tin, Precision Machined Parts, Finished Propellers, etc.

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. . . is it haunted?

Heard about poltergeists, asks this chap? Sort of ghosts that chuck things about and make a nonsense of everything. I've got one lives in my car. Only possible explanation. Always something going wrong. Costs me a pretty penny in repairs. It's haunted, I tell you.

it goes like a dream

This chap believes in magic, too. The common-sensical, everyday magic of science. He never seems to have anything really wrong with his car. Why? Because, unlike the other fellow's, his engine is *clean inside.*

He knew that cars pick up dirt that gets into places where it does a lot of damage; in the oil, the petrol and the water.

He knew that dirty oil is abrasive and ruins moving parts, that impure petrol clogs up carburettor jets, that a dirty cooling system is an inefficient one and inefficient cooling means heavy repair bills.

So, taking advantage of the magic of modern science, he had his car fitted with FRAM FILTERS: the FRAM OIL CLEANER, the FRAM PETROL FILTER and the FRAM COOLING SYSTEM FILTER — all of them saving repair bills and getting the best out of his engine.

Thousands of garages stock FRAM. If you have difficulty write to us for the name of your nearest supplier.

FRAM *filters*

add years to the life of your engine

FRAM IS A PRODUCT OF THE SIMMONDS GROUP

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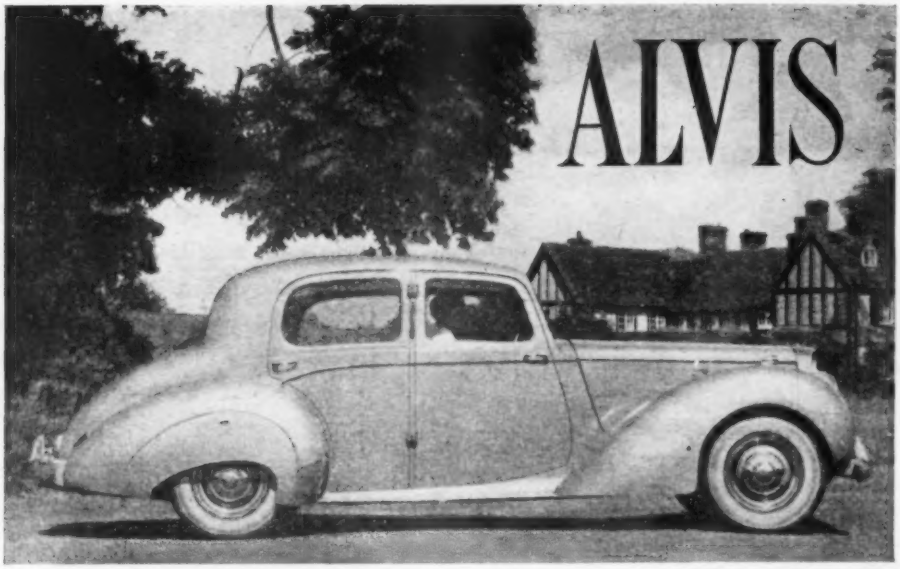
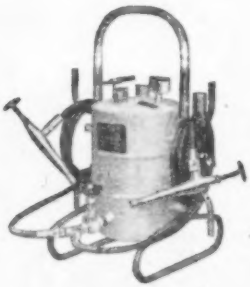


-chassis frame by John Thompson Motor Pressings Ltd.

JOHN THOMPSON MOTOR PRESSINGS LTD., ETTINGSHALL, WOLVERHAMPTON.

MP 8

• ENTIRELY PORTABLE • SELF CONTAINED • FITS ALL NIPPLES • Successfully clears & lubricates all blocked nipples •



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TWO GUN **LUBRICATOR**

for high and low pressure lubrication

Low Pressure gun delivers from 10 lbs. per sq. in. to a direct pressure of 6,000 lbs. per sq. in. High Pressure gun delivers from 6,000 lbs. per sq. in. to a direct pressure of approximately 20,000 lbs. per sq. in.

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JAGROSE SUPER DE-LUXE MOTOR OIL

5 GALS 32/6

5 gals. ditto with Colloidal Graphite 39/6. Carriage 5/-.

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Clips into pocket like a pencil. Post 6d. Each 5/-

JAGROSE FULL CAPACITY CAR BATTERIES
Fully Guaranteed. For regular use of Starter and Lights.

Type	Volts	Amps.	Size in inches.	Price
A	6	58	9 7/32 × 6 13/16 × 9¼	82/6
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L	6	69	8 2/8 × 6 13/16 × 7¼	99/6
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Packed in crate and carriage 12/6 every car. There is a Jagrose battery to suit every car. Quotations by return. Allowance for your old battery—6-v., 7/6, 12-v. 15/-.

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or fitted to your cycle, including full Comp. Insurance, Road Tax, Licence Holder, No. Plates, Petrol, Oil, Ready to ride away.

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MINIMOTOR	120/6	36/2	8/6
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16% — 30% more mileage per gall. From 12/6
Quotations by return. State car h.p. and year when ordering.

All goods sent for Cash or C.O.D. up to 15 lb. in weight.

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Use ENERGOL motor oil

My business is more than turning cars out of a factory. They've got to run easily and stay out of repair shops. When we recommend an oil we don't take any chances. The back-room boys tested Energol. Then we tried it out on the road. Now we not only recommend it, but I use it in my own car. Yes, use **ENERGOL, THE OILIEST OIL**

says the motor manufacturer

Recommended by leading British motor car manufacturers

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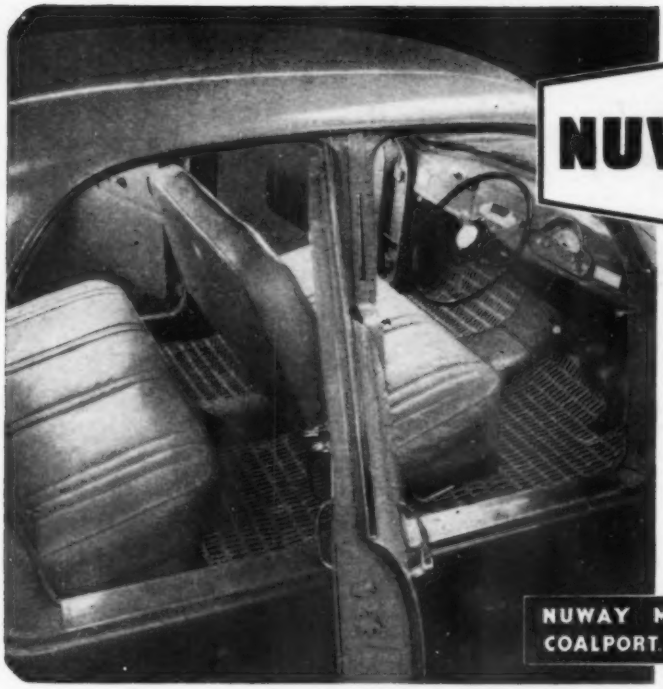

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NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black and grey. They give increased comfort and warmth. They cut down cleaning. They are low in cost and guaranteed for 10 years.

Obtainable through Halfords and leading Motor Agents and Accessory suppliers.

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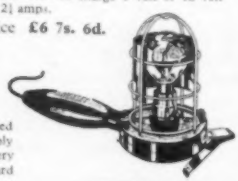
WINTER MOTORING *Made Easy!*

Darker, colder days put a heavy load on your battery—parking lights, demisters, radio, constant starting are a drain. Good engine performance demands tip-top battery condition, so keep it full of life with the DAVENSET MODEL "H" and get quick, easy starting at all times. A compact charging unit for A.C. Mains 200/250 volts to charge 6 volt or 12 volt batteries at 2½ amps.

Price £6 7s. 6d.



The DAVENSET HANDLAMP will throw a welcome light on that unexpected roadside breakdown or puncture. Simply clip the 12 feet lead to the car battery terminals or plug into the dashboard socket. The lamp may be clipped in a convenient position leaving both hands free.

Price 17s. 6d.

Obtainable at your garage, or from:

DAVENSET

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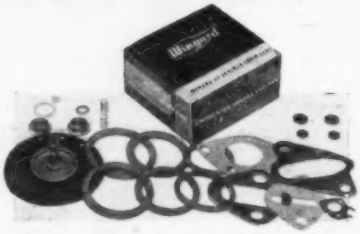
PETROL SUPPLIES ASSURED!



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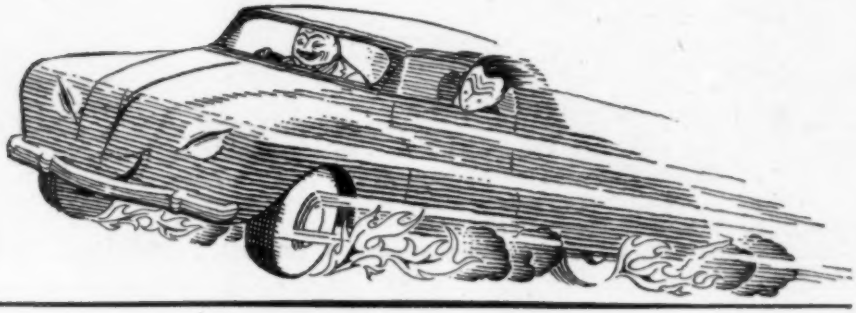
MORE HASTE, LESS M.P.T.



RUSH BURNS UP RUBBER Drivers in a hurry burn up money as well as miles. Speed creates heat — rubber's worst enemy. That's why tyres wear out twice as fast at 50 m.p.h. as they do at 30 m.p.h. Don't scorch. Take it easy. Keep speed down and cut your costs.

CARE PAYS IN HARD CASH Careful driving pays a bonus in Miles Per Tyre —so does careful buying. The key element in building better tyres is the skill and care of human hands. The Henley Incentive Scheme rewards better work with better pay. This means more M.P.T. for you.

YOUR DEALER WILL BE PLEASED TO FIT

HENLEY TYRES

BUILT WITH INCENTIVE FOR MORE M.P.T.

it's better to swear by LOY

RUSTED OUT areas repaired with LOY and metal.

DENTS filled to give a *permanent* undetectable repair.

HOLES made good permanently with LOY sheeting and metal.

REPAIR PERMANENTLY

dented, holed and rusted-out metals

with LOY Cold Plastic Metal. LOY sheeting is used for covering large holes or rusted areas. LOY Solvent is used to thin down LOY for brushing or spraying and to moisten Loy Sheeting. LOY moulds to shape, sets harder than lead, adheres *permanently*, does not shrink, chip or peel, and can be filed, sawn, bent, etc.

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Handy ..	4/6	Major ..	23/-
LOY SOLVENT			
Handy ..	2/6	Minor ..	4/6
Major ..	8/6		
LOY SHEETING			
Handy (12" x 6")		..	3/6
Minor size (42" x 6")		..	9/-
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FROM GARAGES, HALFORDS, MOTOR ACCESSORY STORES, ETC

Twopennyworth of H_2SO_4 (BATTERY ACID) will ruin £50 worth of YOUR CAR

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PRICES **7'3 TO 12'6** ACCORDING TO SIZE

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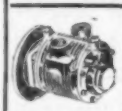
offer the following unrepeatable bargains in NEW Ex-Govt. Surplus GARAGE EQUIPMENT



New store soiled Vacuum Pumps which can be used for air pump and will operate vacuum cleaner type spray guns, or as liquid pumps will pump any type of non-corrosive fluid, require approx. ½ h.p. motor to drive. **32/6** each.

New Ford and Chrysler Clutch Jigs, also suitable for Bedford or any vehicle fitted with Borg and Beck 9in.-14in. clutches. Clutches dismantled, re-assembled. Fingers checked and reset without removing flywheel. Saves time, simple to use and allows customer to see defects and can also be used as surface plate. **£5 12/6.**

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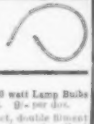
New 12 v. Starter solenoids. 17/6 each

New Dagenite and Exide 6 volt 16 amp hr. Batteries. 3 separate 2 volt cells packed to send once size 3½in. high × 3in. wide × 7in. long, suitable for storage and motor cycles, etc. **35/-** ea.

New genuine Jeep Oil Filter Pipes (Long only) **7/6** each.



New Endless V Belts for 16mm. **2/9** each.

New Insulation Tape, ¾in. wide, 1in. 10ft. rolls. **2/6** per roll.

New 24-26 volt 240 watt Lamp Bulbs Prefocus fitting. **9/-** per doz.

New double contact, double filament gunsight bulbs, can be used as Ford stop and tail lamp bulbs, 1 filament being 6 volt and the other being 24 volt, which will give quite a good light if used on the stop side. **6/-** per dozen.

IDEAL WHEEL ALIGNMENT GAUGES DE LUXE MODEL. each **£1/17/6.**

New Austin 2-ton Complete rear axle assemblies. Unrepeatable offer. **£30** each.

New 11in. Wheel Nut Wrenches, complete with tommy bar, **12/6** ea. **New 1in. Wheel Nut Wrenches,** complete with tommy bar, **10/-** ea.

NEW G.E.C. ½ h.p. 400/440 volt A.C. 3 phase 50 cycle POLISHING SPINDLES Standard ends, 2,900 r.p.m. Unrepeatable offer. **Price £9/10/- each.**

Re-conditioned Epco 4-ton Hydraulic Garage Jacks. £17/10/- each.

EACH ITEM IS OFFERED WITH MONEY BACK GUARANTEE.
Terms: Cash with Order. Carriage free.
LANE ACCESSORIES, COUNTY BRIDGE, WILLENHALL, STAFFS.

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. . . the 100,000 mile chromium plated steel cylinder liner, the unique long wearing capabilities of which have led to a world wide demand.

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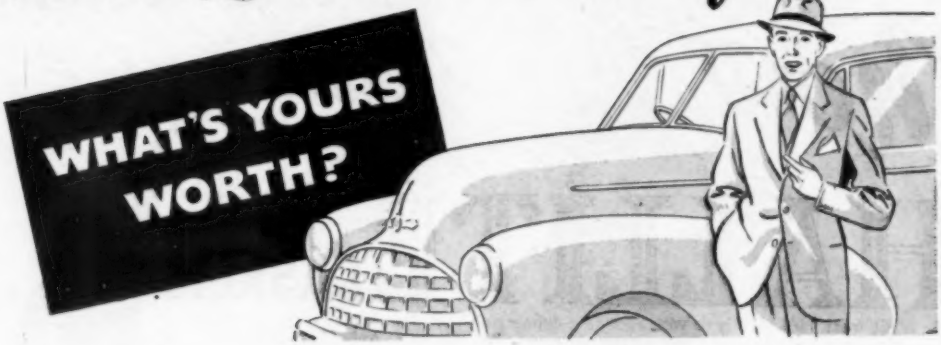
Ask about Nuagane "Touch-up" at your local shop and garage

NUAGANE PRODUCTS LTD., 19 SOHO SQUARE, LONDON, W.1
TELEPHONE: GERrard 3347-8-9

Measham

means £22,000,000 worth of cars!



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SPECIAL SPRING SALE
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In 10 years £22,000,000 worth of vehicles have been sold at 17-acre Measham, the world's greatest motor sale. Measham will collect, value, valet, store, sell and deliver. Terms: £1 entrance fee per sale for any vehicle and 5% commission only when sold. Measham Sale Conditions—write for a copy—include the famous Protection Clause. Most cars, most people—Measham.

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(G. A. HILL, M.I.M.I.)

Head Offices and Sales Headquarters: Measham, Burton-on-Trent.
Telephone and Telegrams: Measham 332.

Branch Offices: London—368-370 Kensington High Street, W.14 (near Olympia). Telephone: WEStern 9821. Manchester—30-34 Victoria Street, 3. Telephone: Blackfriars 5145/6. Stafford—Walton. Telephone: Milford 293.

"Purchasers of motor vehicles at Measham are guaranteed a good title and are offered a protection, to the best of my knowledge, hitherto unknown."

Please send me the 130 pp. Measham Magazine, with prices made by 1,000 used vehicles and 45 pp. post-war car values. I enclose:—

3/6 for current copy } *Cross out which*
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HALLITE C&A GASKETS

The trade-mark HALLITE is so well-known in connection with Hall & Hall products that it has been decided to apply it to the famous line of COPPER AND ASBESTOS GASKETS hitherto marketed under the trade-mark "H & H." The product is, of course, unchanged—still THE BEST THAT YOU CAN BUY.

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Telephone: Molesey 2180.

"The Endless Quest for SPEED"

A New Series of Table Mats

from PAINTINGS FOR "THE AUTOCAR" BY GORDON CROSBY

These attractive table mats cannot fail to appeal to all motor racing enthusiasts. The drawings are reproduced in full colour and the mats are heat proof.

Set of 6 £2 12 6
Set of 9 £3 10 0
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Post Free in the U.K.

Beard's OF CHELTENHAM

TEL. 54233 70 THE PROMENADE.

RPB 17

'Now I'm getting a free year on Home Insurance!'

'For years I've benefited by the General's No-claim bonus on my car insurance. Now I'm getting a 100% bonus on the insurance of my home. For every five years without a claim—*one year's insurance free.* That's what I call good business.' • 'General' Householders policies cover your home against Fire, Burglary, Storm, etc. for 2/3d% on buildings, 5/-% on contents. Send coupon for details.

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Please send me full particulars of 'General' Household Insurance

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Send coupon to H.C. Dept., General Buildings, Perth, Scotland, or to nearest office (see Telephone Directory) AM/7

• *PEACE OF MIND COSTS VERY LITTLE* •

SPEAKING OF SAFETY, FRANK* SAYS:—

"You complain about dazzle, but . . .

. . . . are you quite sure you're not a dazzler yourself? Do you know that, when they checked-up recently on over six hundred cars at a Rally, all but two lost points because of incorrect focussing and adjustment of headlights? Don't forget, safe night driving depends largely upon safe car lighting. Proper setting of lamp filaments and reflectors will not only prevent you from dazzling other road users — it will also help you to see better and further yourself."

Go to your local garage and ask them to perform this service for you. It costs little in time and money, but it means a lot to your safety and the safety of others. And, at the same time, ask them to check up on your dynamo and battery, to ensure that your lights have the power they need. Should you need a new battery, you can safely rely on

OLDHAM

The Battery with Power to Spare

★ *We have selected Frank as a typical example of a seasoned garage hand who knows the answers. For twenty-five years or more, he has been keeping an eye on his customers' electrical equipment and he has driven and serviced almost every known make of car.*

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"My name's Everflex I can take even this kind of medicine"

Does leather compare with this? EVERFLEX after being subjected to severe tests, was found to be proof against acids or alkalis, grease marks, heat and dirt. Its leather-like finishes, available in a wide variety of shades, are fadeless and respond well to washing. Supple, sturdy, tough—EVERFLEX also scores over leather when it comes to cost.

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Coated Fabrics widely specified for upholstery, travel goods, handbags and shoes.

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THIS WINTER! drive in comfort..

masterpiece

CAR HEATER

The heater radiant receives heat from the hot water of the engine. Does not require electric fan or other mechanical aid to circulation—retains heat long after engine has stopped. Model A for thermo-syphon cooling, Model B for water pump systems.

Price: Model A. 39/4. Model B. 47/4 with full instructions for fitting.

DEMISTER

An essential accessory for winter motoring. Fitted with fool-proof switch and suction pads for windscreen fixing.
For 6 or 12 Volt Battery. Price complete 9/-

Write at once for full particulars
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BIRMINGHAM MANUFACTURERS & TRADERS LTD
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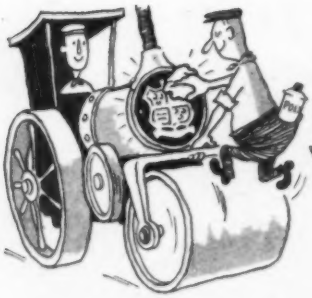
ARMSTRONG'S PATENTS CO. LTD.

BEVERLEY YORKS



Smarten up in front !

There's a decided air of elegance about the car that carries a C.U.D. Badge Bar . . . a specially designed bar of heavily chromium-plated steel that will display your club and association badges in the trimmest, smartest way. The bar will hold up to five badges, which are very simply clipped on.

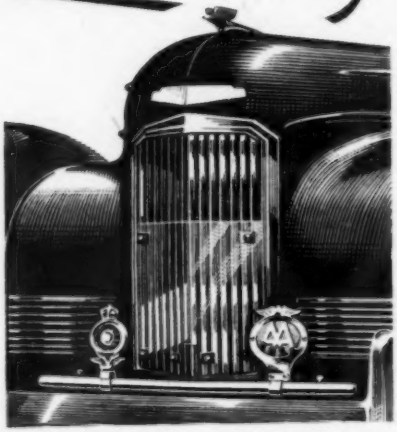
Your service garage will be pleased to supply and fix a C.U.D. Badge Bar to YOUR car.

Individually designed bars for the majority of post-war British Cars.

Prices from 45/- plus postage. Supplied with two clips. Extra clips 3/6 each.

CUD

BADGE BARS



Also shown in this illustration is the C.U.D. WINDCHEAT . . . the neatest of all radiator shields. Prices from 33/-.

CASTLES UNIT DEVELOPMENT LTD., · CHURCH GATE · LEICESTER · *Telephone: 65251 (4 lines)*

IT TAKES YOUR BREATH AWAY

Smog

The **ANTIMIST CLOTH**

- ★ One wipe with SMOG stops MIST on windscreens and windows too !
- ★ SMOG does NOT smear.
- ★ SMOG is a cloth ready for *instant use.*
- ★ RETAIL PRICE **2/6d.** Obtainable from leading garages and stores.

Sole manufacturers :

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Get rid of the **'BACK-PRESSURE' BOGEY!**

Without baffles of any kind to cause "back-pressure" the **SERVAIS** patent Straight-through Silencer eliminates this bugbear and enables your engine to give maximum power and M.P.G. with the absolute minimum of noise. For quiet efficiency fit **SERVAIS!**

SERVAIS

STRAIGHT—THROUGH **SILENCER**

Nation wide distribution. For terms apply to :

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Factories : London and Northampton

In conditions such as these...

every car needs UNDERBODY PROTECTION

In weather like this, rust, grit and stones attack the most vulnerable parts of a car — the underbody, mudguards, petrol tank etc. Give them "UNDERSEAL" protection — the rubberised protective coating which adds to the life of a car *and* adds to its value as well. *Ask your Garage for descriptive folder or write to: Minnesota Mining & Manufacturing Company Ltd., Penllergaer, Gorseinon, Nr. Swansea, Glam.*

HOW LONG DOES IT TAKE?

UNDERSEAL Rubberised Protective Coating can be applied in 48 hours.

HOW MUCH DOES IT COST?

UNDERSEAL Rubberised Protective Coating costs £10.10.0 to £17.10.0 according to the size of your car.

WHO CAN DO IT FOR ME?

UNDERSEAL Rubberised Protective Coating is put on by local specialists.

5 MAIN FEATURES OF THE UNDERSEAL SERVICE TO MOTORISTS

1	Prevents rusting of costly steelwork.
2	Stops damage by flying stones.
3	Deadens panel drumming.
4	Adds years to the life of a car.
5	Increases its resale value.

Rubberised PROTECTIVE COATING

Compare the prices!

CHOOSE THE *LOWER-PRICED* BATTERY WITH A *FULL-SERVICE* GUARANTEE

When selecting a new car battery it is not always wise to choose the battery with the lowest price.
When, however, you find a battery which can be relied upon to give first class performance, which is backed by a full-service guarantee and a reputation for quality and reliability, and still the price remains low; then you can be sure you've got the right battery at the right price.

THE EDISON SWAN ELECTRIC COMPANY LIMITED.
155 Charing Cross Road, London, W.C.2, and Branches

Member of the A.E.I. Group of Companies

BS89

AUTOMATIC
"POP-OUT"
DASH-FITTING
CIGARETTE LIGHTER

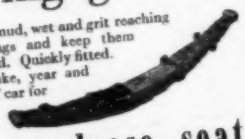
Easily installed and a great boon to all drivers. Just press in the knob, the element automatically heats up and "pops out" when ready for use.
At night replacement of lighter unit is made easy and scorching of the dashboard obviated, by guiding light in empty socket.

TRICO-FOLBERTH LTD., GT. WEST ROAD, BRENTFORD, MIDDX.

WEFCO

★ **spring gaiters**

Prevent mud, wet and grit reaching the springs and keep them lubricated. Quickly fitted. Send make, year and model of car for prices.



★ **WILCOT loose seat covers**

Tailor made. Send make, year and model of car for prices, samples and particulars.

WILCOT POLISH makes and keeps cars looking like new 4/-tins from most Garages. If unobtainable, write us.

WILCOT (PARENT) CO. LTD.
FISHPONDS, BRISTOL.

KNOWN THROUGHOUT THE MACHINE TOOL WORLD

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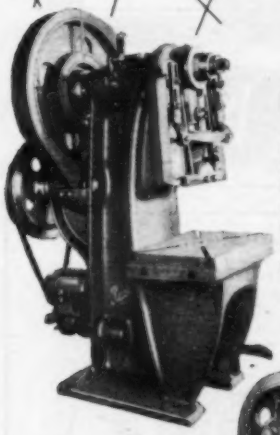
Sole Agents: IN GT. BRITAIN & NORTHERN IRELAND

THE 600 GROUP OF COMPANIES

GEORGE COHEN

SONS AND COMPANY LIMITED

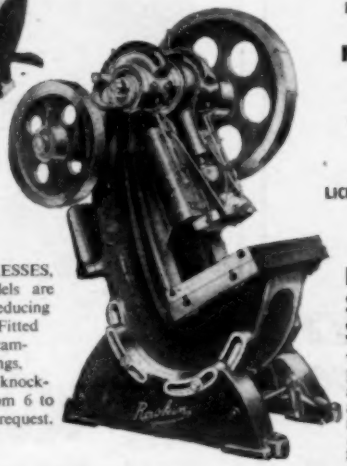


RASKIN ECCENTRIC POWER PRESSES

Available in a range of capacities from 20 to 300 tons, these presses are world-renowned for their precision and sturdy construction. They are specially designed to keep tool wear down to the minimum, and their features include frames produced from stable, high tensile cast-iron, forged nickel-chrome-molybdenum steel crank-shafts, rolling key type clutches, construction throughout to SALMON limits.

FULL DETAILS OF ALL RASKIN PRECISION PRESSES ON REQUEST

NO IMPORT LICENCES REQUIRED



RASKIN INCLINABLE POWER PRESSES

As with the ECCENTRIC PRESSES, RASKIN INCLINABLE models are built to avoid 'spring' — thus reducing maintenance costs on tools. Fitted with one-piece connecting rod, cam-operated brake, inclined bearings, stroke adjustment, and crossbar knock-out. Available in capacities from 6 to 100 tons. Full specifications on request.

RASKIN "LEGIA" STRAIGHT SIDE DOUBLE CRANK SINGLE ACTION PRESSES

These Presses incorporate the usual well-known features of Raskin manufacture and are designed principally for large area blanking and forming work. They are provided with accommodation for Air Cushions for drawing. Tie rod frames with electro-pneumatic clutch.
Available in a range of capacities from 100-500 tons with from 42" to 102" between uprights.

GEORGE COHEN SONS & CO. LTD

SUNBEAM ROAD, LONDON, N.W.10 · Telephone: Elgar 7222/7 STANNINGLEY, Nr. LEEDS · Telephone: Pudsey 2241

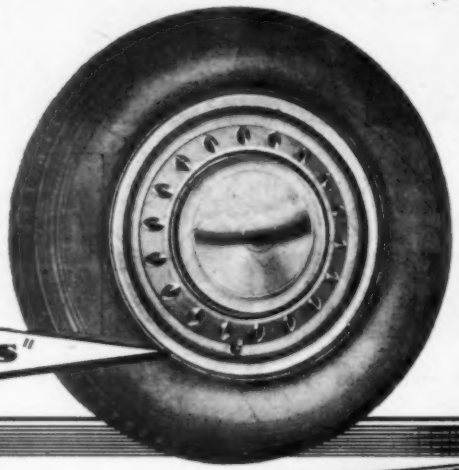
And at Kingsbury (nr. Tamworth) · Manchester · Glasgow · Morriston, Swansea · Newcastle-on-Tyne · Sheffield · Southampton · Belfast · Bath

A/521/MT35

Do your wheels look as smart as this?

Ace "Turbo-Discs" have dignity, an unusually attractive appearance and an important function—they are designed to help maintain your brakes at maximum efficiency by keeping the drums cool. "Turbo-Discs" are really well-made and finished in a range of 12 colours to contrast with your car body colour and provide a pleasing two-colour effect. They are easily fitted and held in position by patent non-slip fasteners. May we send you further details?

★ *Export enquiries invited.*



ACE "Turbo-discs"

CORNERCROFT LTD

ACE WORKS, COVENTRY 'Phone Coventry 64123.
32, Clarges Street, London, W.1. 'Phone Grosvenor 1646.

Ace Silver Peak ACE?

Remember to specify **Britain's best number plate.**

NC55

TRADE WODEN MARK

THE BEST VICE at any Price

OBTAINABLE FROM TOOL DEALERS & IRONMONGERS

THE STEEL NUT & JOSEPH HAMPTON LIMITED
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"Your Guarantee of Dependable Performance"

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SAVE WEAR — WORLD WIN — SAVE WORRY

WORLDWIN PRODUCTS LTD
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This is 'Vynide' REGD.

the upholstery material for the modern car

This fine quality p.v.c.-coated fabric is standard equipment in many of Britain's new cars, not only for upholstery, but for panelling and door backs too.

'Vynide'—it's best in the long run

'Vynide' is the registered trade mark for the polyvinyl chloride-coated fabric made only by the Leathercloth Division of Imperial Chemical Industries Limited.

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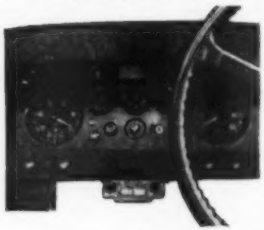
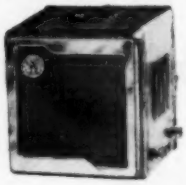
Get a *Good* car radio

Masteradio, pioneers of car radio in this country have applied a fund of experience to their present range, making it one of unsurpassed quality.

Model 500m. A craftsman built 7 stage Super heterodyne with full automatic volume control. This is the car radio for the connoisseur of tone and quality reproduction. The small size 7" x 6½" x 6½" and small remote control ensure easy and unobtrusive installation in any car.
Price **22 gns.** plus P.T.



Model 700. is a single unit receiver incorporating a built in speaker.
Price **22 gns.** plus P.T.



Model 500m. Attractive control unit with separate speaker.

Ask your local dealer for a demonstration of these fine sets. Leaflets giving full details are available from :

Masteradio REGD. *Pioneers in car radio, still first in the field.*

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Midland Depot : Edmund St., Birmingham, 3. *Northern Depot* : 41, Shudehill, Manchester, 4. *Scottish Depot* : Engine Lane, Bathgate

Examples of a wide range of high-grade accessories.

JAMES NEALE & SONS LTD.
GRAHAM STREET, BIRMINGHAM 1.
London Depot : 95, Pimlico Road, S.W.1

'Luxury Look'

UPHOLSTERY COVERS

Tailored to your personal taste

SEND NOW for **FREE** PORTFOLIO OF ACTUAL SAMPLES

Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance — and maintain its re-sale value.

USE THE COUPON NOW

To BLANCHFLOWERS, "The Motor People," KETTERING
Please send patterns and prices of your "Luxury Look" Covers for my.....car.....model .....year.

Name.....
BLOCK LETTERS, PLEASE.

Address.....
Autocar, March 14

27 car manufacturers and C. Chamaeleon

The African *Chamaeleon*, whose proverbial ability to change colour is usually exaggerated, is equipped with a remarkable tongue. This is a sort of elastic piston with a club-shaped tip. When the chameleon gets within range of its prey, a fly or other insect, the piston is rapidly flushed with blood, the muscles flex and the tongue shoots out to a distance of even seven or eight inches. The victim is engulfed, adhering to the sticky tip. It will be observed that the dependability of the adhesive is the crux of the whole affair. Adhesives for industry must conform absolutely to two principles if they are to be efficient. They must be designed to meet various conditions of tension, surface and climate, and their properties must conform rigidly to high standards. It is a significant comment on the efficiency of D.S.P. adhesives that 27 famous British car manufacturers rely on them for their various assemblies. No need to change colour or even to give tongue when faced with an adhesive problem. If your processing requires an adhesive that is not in the D.S.P. standard range, it is almost certain that our research department can make a special adhesive for the job. Please send details of your problem to the research department, address below.

DSP

ADHESIVES

DUNLOP SPECIAL PRODUCTS LIMITED · FORT DUNLOP · ERDINGTON · BIRMINGHAM 24

25PC CA2

Keep Your Car SMART inside too!

RUBBER CAR MATS, SPECIALLY DESIGNED FOR MOST MAKES, GUARANTEED FOR 10 YEARS

Keep your car interior smart and neat with a set of these mats. Their attractive appearance can be seen from this photograph of a Triumph Mayflower in which a front set of UNIVERSAL CAR MATS has been fitted.

UNIVERSAL CAR MATS are constructed of strips of laminated rubberised cotton fabric placed with fabric threads running vertically and woven together on galvanised steel wires. These strips are alternately spaced apart with washers of the same material.

GARAGE ENQUIRIES INVITED

Examples of Price

1951 AUSTIN Dorset and Devon £3/9/-. P.T. 17/3. £4/6/3.
FORD Prefect, £2/14/-. P.T. 13/6. £3/7/6.
1951/2 VAUXHALL Velox, £3/18/8. P.T.19/8. £4/18/4
Prices of other makes and years on application. Single mats or front pairs available if required.

FREE TRIAL OFFER

TO READERS OF "THE AUTOCAR"

Fill in this coupon (BLOCK LETTERS PLEASE) and post to THE UNIVERSAL MAT CO LTD, TILEYARD ROAD, YORK WAY, LONDON, N.7. Tele.: NORTH 3453

Please send me on a week's free trial.

I sign this coupon on the distinct understanding that I am at liberty to return the mats any time within one week of receipt. If retained, I undertake to pay for the mats within thirty days net.

Front pair mats .....
Back pair mats .....
Complete set mats .....
Please mark here set required.

or.....h.p. ..... Year.....

Signed (Name).....

Address .....

Date..... .....

This offer applies to the United Kingdom only.

UNIVERSAL MAT CO LTD
TILEYARD RD · YORK WAY · LONDON N.7.
PHONE: NORTH 3453

"My wife's got the car today"

And there are all sorts of other reasons why your car may not be available when you need it most — a spring overhaul for instance. That's where Victor Britain, the Car-Hire Specialist comes in. A phone call will send a latest model Morris Oxford saloon, complete with slip-covers, luggage rack, picnic basket and sectional road maps, straight to your door. It's ready to take you anywhere, easily — and you pay less for it with a Two-part tariff of £1 a day basic rate, or £6 a week, plus an easy 8d. a mile. We pay all petrol and oil and there's a first class chauffeur service if you need it. So, don't be without a car — hire one from Victor Britain.

Phone, write, cable or call

VICTOR BRITAIN
THE CAR-HIRE SPECIALIST

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DRIVE THROUGH BRITAIN

LOOK!

5 Power Operated Tools for the Price of One

This amazingly cheap compressor has 5 separate uses

- **Tyre Inflation**
- **Spraying**
- **Drilling**
- **Grinding**
- **Buffing**

Price Complete **£16. 12. 0**

Send for leaflet M138 for fuller details.

Do your own cellulose spraying. Spray Gun suitable for the above compressor can be supplied at the low cost of **£3 6s. 0d.** nett.

STOP PRESS. Lucky Ford 8 and 10 h.p. owners can now fit a small compressor to their engine for pumping up tyres and spraying. The "Mopal" M.O.8 kit is only **£6 7s. 6d.,** complete with fixing brackets and full instructions. Also included is a patented device which will enable you to drive home on a punctured tyre without changing the wheel.

Full details from:

THE OVERSEAS ENG. CO. LTD.

Tel.: BIS. 9878 (5 lines) **194/200 Bishopsgate, London, E.C.2**

Right
The château of Amboise, as seen across the River Loire from the high road.

Left
Dinan, in Brittany, on the River Rance, one of many charming inland towns in this essentially maritime province.

Roads of France

From city to hamlet, from château to chalet, through wood and forest, over moor and plain, lingering by sunlit rivers or edging the sparkling sea, the roads of France give you the freedom of a land rich beyond words in variety of scene and climate.

There are unlimited opportunities for enjoyable holidays off the beaten track and away from the crowds, for throughout France the country hotel or renovated wayside hostelry is ready to welcome you with good food and lodging (and perhaps a bottle of a pleasant local wine).

Apply for "Twenty Itineraries" booklet to the
FRENCH GOVERNMENT TOURIST OFFICE,
179, Piccadilly, London, W.1.

Right
Like the more celebrated Tower in Paris, this beautiful viaduct at Garabit (Cantal) was designed by Eiffel.

Left
The long, tree-lined road characteristic of France; this one is in the Ile-de-France, near Melun (Seine-et-Marne).

Parking lights *Automatically* switched on at lighting-up time....

WITH THE Nobby PRODUCTS

TIME SWITCH

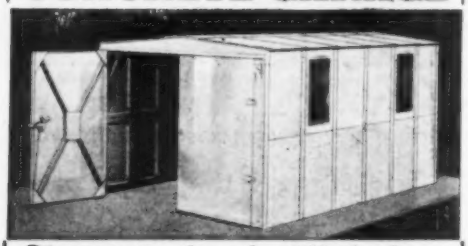
FOR CAR SIDE AND REAR LIGHTS

Made for Nobby by VENNER TIME SWITCHES LTD.

PRICE £4'7'6 COMPLETE

Obtainable from: WILLIAM CLARK (Spare Parts) LTD., HEDLEY RD., ST. ALBANS, HERTS.

The BATLEY CONCRETE GARAGE



The original and still the best

- *it's* Concrete
- *it's* Easy to Erect
- *it's* Sectional
- *it's* Extendable
- *it's* Permanent
- *it's* Portable
- *it's* Fireproof
- *it's* Weatherproof

With the aid of a spanner and a friend you can so easily erect a Batley Building. A level, firm foundation is all that is required. No parts to fix in the ground—the concrete units are simply bolted together to form a building which will last a lifetime without attention. Deferred terms available.

FREE DELIVERY within 100 miles of LONDON or COVENTRY

Send to-day for FREE illustrated Brochure

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Re-carpet your *yourself!*

WITH MAYFAIR CARPETING

RUBBER-SPRAYED BACKING
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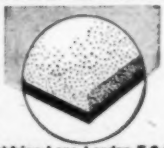

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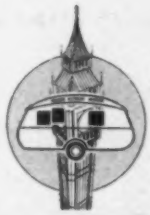

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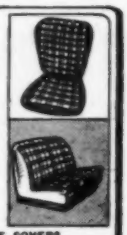

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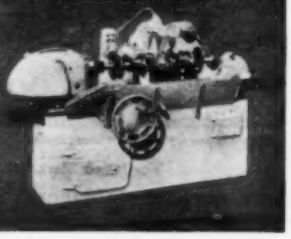

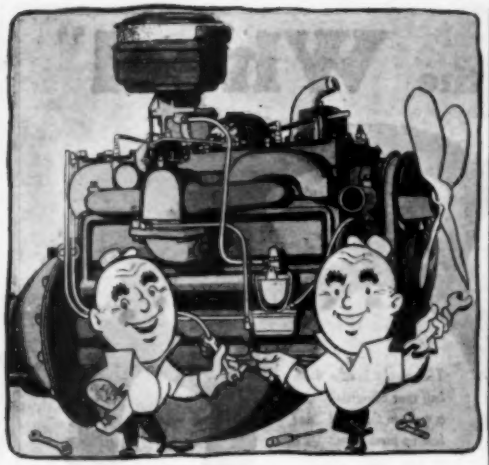

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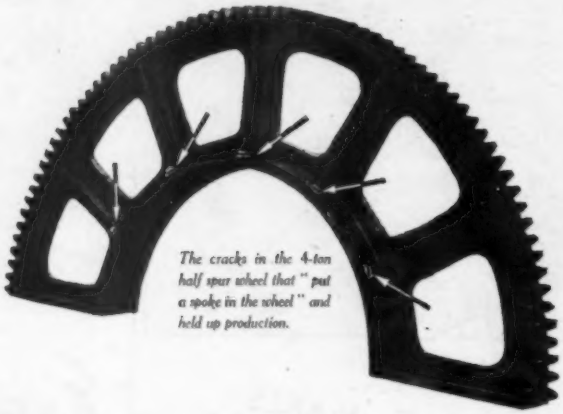
"Spokes in the Wheel"

A Barimar story of a 4-ton Rush Job



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The Autocar
FOUNDED 1895

No. 2937 FRIDAY, MARCH 14, 1952 Vol. XCVII

Deflation for Motorists

THE wry face that motorists feel bound to pull at the steeply increased tax on petrol should disappear under the influence of the Chancellor's proposals as a whole, for this is a Budget that, in brief, jettisons the principle that "the man in Whitehall knows best" and permits the wage-earner to take over much more control of his own money. The perilous state of the country is sufficient justification for the change in emphasis. Moreover, the petrol and oil taxes are really charges on the nation as a whole, for purely private motoring has shrunk sharply in this country, and the new charges are bound to be reflected in a rise in price of goods and fares which the income tax reductions are intended, *inter alia*, to meet.

It is not possible to dispute Mr. Butler's statement that he must be especially careful over such commodities as oil, the purchase of which still involves hard currency outgoings, and it is charitable to excuse the recent refusal to reintroduce branded spirit by the Chancellor's knowledge of his intentions; as was said in these columns last week, this is the swingeing tax that may radically alter the market, and it would be hardly wise to change the marketing system at such a juncture.

Even those who pay more for their Road Fund licences must approve the Chancellor's other major motoring provision. By raising the flat rate to £12 10s—which comes into operation on January 1, 1953—the Government is able to remove the pernicious anomaly by which old car owners paid heavily for the drawbacks of obsolescence. It goes amid applause.

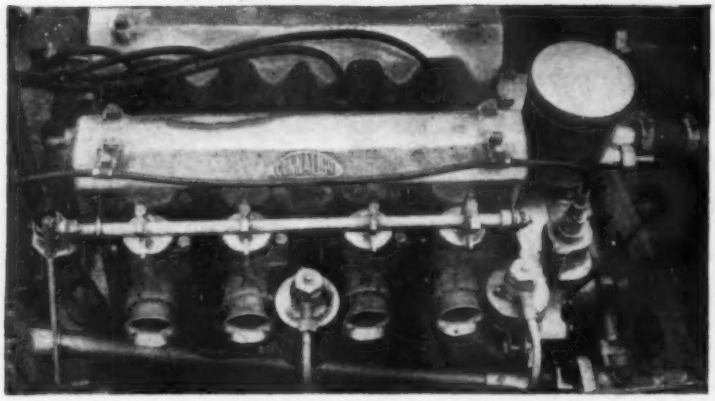
All in all, views of this journal in recent years have been acted upon, and there remains one other that calls for attention elsewhere. This is the provision of economy cars, capable of 50 to 60 miles to the gallon. It can be done; it should be done, for both private and national interests, for oil has finally moved into the category of expensive necessity.

Ramming Home the Charge

TO use the term "rarefied" in connection with such a subject as the ramming effect of air in an induction pipe may sound anomalous. None the less the word is a good one to describe the researches into those phenomena of performance that exist on the fringe, as it were, of the main principles of internal combustion engines. Yet we would make a plea that motorists should take an interest in such things, and the articles on the subject, the second of which appears this week, are couched in language that is readily understandable.

"But what," the typical motorist may ask, "have such phenomena to do with me and my car?" The question is justified, especially as the phenomenon in question is utilized chiefly in racing motor cycles, though racing-car designers are alive to its implications. The answer, however, is simply given. The pursuit of performance is the spearhead of the attack on inefficiency—the vanguard, if it is preferred, of the march towards efficiency, and as the spark engine, in spite of its excellence, has a thermal efficiency of only fifteen to twenty per cent every encouragement should be given to the marchers. It is true that the day when production cars will have "tuned" air inlet pipes lies in the unforeseeable future, and yet the very remoteness of this possibility emphasizes the everyday nature of the useful results that accrue from work on such phenomena. For the study of ram effect, as is disclosed on the following pages, has led to the certainty that the simple butterfly that is operated by the throttle pedal is of singularly inefficient design, and here an improvement is possible that is neither costly nor difficult to carry out.

By such indirect discoveries is the cause of general efficiency furthered, and a final reminder can relate the fact to the activities of even the most pottering owner. Efficiency is not necessarily indicated only by high top speeds and a row of trophies from sporting events, but also by more miles to the gallon.



Connaught's formula a racing engine utilizes four Amal motor cycle type carburettors. In the later version the characteristically bell-mouthed inlets were replaced by a common induction chamber designed to provide ram effect.

by Charles Bulmer, B.Sc.

Ramming in Practice

THE APPLICATION OF INDUCTION RAMMING IS FULL OF PROBLEMS

PERHAPS the biggest practical difficulty in applying induction ramming principles is that the pressure fluctuations generated by the descending piston on its suction stroke are difficult to maintain during the ensuing period when the inlet valve is shut. If they are allowed to decay during this period there is no hope of establishing the full resonant pressure surges which can be used to force mixture into the cylinder the moment the valve opens, and to cram in the last possible c.c. just before it shuts again. We shall devote particular attention to those features of the inlet tract which may cause attenuation of the pressure waves, or "damping."

The most obvious factor is the inlet pipe diameter; Fig. 1, which is reproduced from the previous article (*The Autocar*, February 15), shows the suggested minimum size for this, based on a nominal gas velocity of 200ft per sec.

It might be as well to define nominal gas velocity at this stage; it is the calculated average gas speed during the suction stroke on the assumption that the gas flow starts at t.d.c. and finishes at b.d.c., and that there is no pressure loss or restriction in the system. In other words, it is the average piston speed multiplied by the ratio of the piston area to the inlet passage area at the point in question. In view of these artificial assumptions, it is not the *true* gas speed, but a convenient and easily calculated substitute which serves as a useful criterion. It can be calculated from the formula:

$$\text{Nominal gas speed} = \frac{VN}{4630d^2}$$

where V = swept vol. of one cylinder in c.c., N = r.p.m., and d = passage diameter in inches.

Strictly speaking, it applies only where one cylinder is drawing from one pipe, although in a multi-cylinder engine it can still be used provided, as in a twin- or four-cylinder engine, the suction intervals do not overlap appreciably, so that in effect only one cylinder is using the pipe at a time.

It is not suggested that, if sizes are smaller than those decreed by Fig. 1, there is no hope of an appreciable ramming gain, but experiment has shown that the possible gain starts to decrease fairly rapidly. It is essential, of course, that there shall be no sharp bends, as these cause subsidiary wave effects as well as being responsible for much drop in pressure. In general we can say that anything which causes a disturbance in the airflow, leading to the formation of turbulent areas and vortices, will cause a powerful falling-off in the size of the pressure waves. Particularly, unstreamlined obstructions must be avoided, or the mixing of the main airstream with any subsidiary airstreams flowing in a different direction or in the same direction but at a different velocity. It is not hard to see, then, that the practical fly in the ointment is the carburettor.

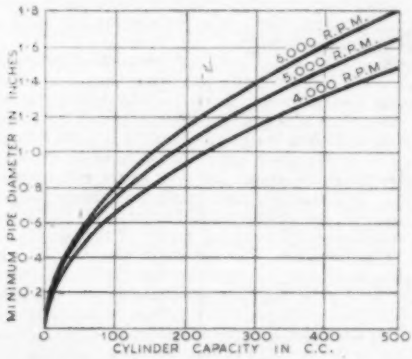


Fig. 1: Inlet pipe diameters.

Suppose we examine the modern carburettor bit by bit, not concerning ourselves with its ability to supply the correct mixture strength for any condition (which we shall take for granted), but as a potential part of the ramming system. The air intake is usually a plain hole with sharp edges, the suction at the entrance causes air to flow inwards from all directions and, unable to negotiate the sharp corner at high speed, part of the flow is "stalled" just inside the entrance and breaks away from the inner surface, leaving the turbulent area shown diagrammatically in Fig. 2. The addition of the rounded, or trumpet-shaped, inlet shown in the upper part of Fig. 2 reduces this entry loss with the result that this alteration alone has been known to produce a 2 per cent increase in power.

Next comes the venturi section or choke. A well-shaped single venturi need not cause much ramming loss provided that the nominal gas speed through the throat does not exceed about 30ft per sec. That is to say, the choke diameter can be reduced to about 80 per cent of the inlet pipe

diameter indicated by Fig. 1. Unfortunately the ordinary commercial choke is not well shaped.

It is necessary for the operation of the carburettor to produce a considerable drop in pressure (1-1½ lb per sq in maximum) at the throat, where the main jet is situated, but about 70-80 per cent of this can be recovered in the divergent part of the venturi which follows, provided that the divergence is sufficiently gradual. For various commercial and constructional reasons, most chokes are much too short and the airflow, unable to follow smoothly the rapidly increasing passage area, breaks away from the walls and eddies so that the pressure loss is not recovered. Moreover, the throat, where velocity is highest, is usually encumbered with main jet shrouds and other large obstructions.

+

IN a recent article ("Power Pulses" *The Autocar*, February 15) it was shown that by a careful selection of inlet pipe lengths and diameters it is possible to increase the power output of an engine over quite a large part of the total speed range. This technique, known as induction ramming, involves tuning the induction tract to respond to certain selected frequencies in much the same way as an organ pipe resonates when suitably excited.

The article dealt briefly with the fundamental aspects of this process, and space did not permit an examination of the many practical difficulties in application which have hitherto prevented much progress being made except by a few pioneers in the motor cycle and car racing world. Their experience, unfortunately, is never published and it would be most interesting if this article could stimulate these people to put some of their accumulated knowledge on record (or even arouse them to disagreement).

Carburettors of the double and triple diffuser patterns, having two or three concentric venturis, are known to be quite unsuitable for this type of application, partly because of the viscous damping caused by a tube in the central high-speed core of the gas, and partly because of the turbulence caused by the mixing of the two airstreams at the exit from the smaller choke. This is unfortunate, since this type of instrument has particularly good properties in the lower speed range.

Last comes the butterfly throttle, which is a particularly villainous device. It does not seem to be generally realized that, even when fully open, the butterfly may occupy 30 per cent of the passage area in a medium-sized carburettor and up to 40 per cent in a small one. Moreover, production butterflies are far from being carefully streamlined and little attempt is made to fair the blade into the spindle or to secure it by non-projecting screws. At peak gas velocities the pressure drop across the wide-open throttle may be as high as 2 lb per sq in, which can cause some loss of power in any engine, and which produces a prohibitive damping effect on pressure waves.

In view of these considerations it is not surprising to find that the T.T. type of motor cycle carburettor, with slide throttle leaving a completely unobstructed path at full bore, is the instrument most favoured by practical exponents of these theories. The available range of sizes, however, has severely restricted inlet diameters in this country, since the largest instrument available is of 1 5/16in bore only, and the largest production size is only 1 3/16in. Reference once more to Fig. 1 shows that a single-cylinder 500 c.c. engine running at 6,000 r.p.m. should have an inlet tract of just over 1.8in diameter, and it is interesting to note that the inlet throat diameter on the 1938 T.T. winning Norton was officially given at 1.812in, whereas the carburettor was only 1 3/16in. The Italian manufacturers are strong advocates of the large bore for racing, the 250 c.c. Guzzi having a 32 mm (1¼in) choke and passages, whilst the two 250 c.c. cylinders of the 500 c.c. twin Guzzi have been supplied with chokes up to 35 mm (1 3/8in) each.

Although maximum power improves as the choke size is increased, above a certain point the performance at the other end of the scale (i.e., full throttle at low r.p.m., acceleration and pick-up) falls off badly because the mixture speed is too low to keep the fuel in suspension and it is deposited on the intake walls.

In this respect the more complex and expensive car carburettors have a big advantage over the motor cycle instrument and can therefore be used in a larger size for the same job. Hence there is scope for their development to eliminate some of the snags already enumerated. The fixed-choke type need a longer and better shaped venturi, together with a much thinner and carefully faired throttle blade and spindle. The constant-vacuum type has great possibilities, since it does not rely on the butterfly for the provision of slow-running mixtures, so that this component can be eliminated and replaced by a slide throttle leaving a completely unobstructed passage at full bore, although admittedly there is room for improvement in the shape and continuity of this passage. The potentialities of these instruments did not escape the attention of Freddie Dixon before the war.

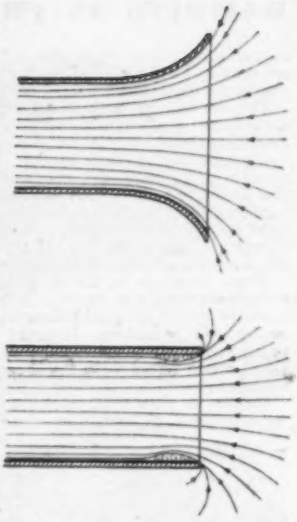
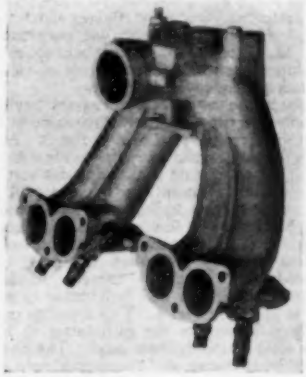


Fig. 2: Trumpet-shaped inlet mouth to check the stalling of air which takes place when there is a plain mouth.

So far the subject of fuel deposition has been only lightly touched, but this is a real difficulty. It is found that when an engine is running light, on part-throttle with a low induction pressure, the walls of the induction pipes are fairly dry; that is to say, the fuel is passing through largely in vaporized form. At full throttle, on the other hand, the entire walls are usually found to be covered by a liquid film of fuel moving steadily towards the cylinders. This "wall flow" can be extremely troublesome, since its rate and direction of flow are rather variable, and in multi-cylinder engines leads to distribution trouble unless the walls are heated to vaporize the fuel, which is inimical to good volumetric efficiency. Also, when we are proceeding



A long-branch inlet manifold for petrol injection, which can be used for upstream or downstream injection. It was used experimentally on a Rover four-cylinder engine.

RAMMING IN PRACTICE . . . continued

on part throttle, and the throttle is fully opened to accelerate, the first lot of fuel which enters is largely used in establishing the "wall film" instead of entering the cylinders.

This showed up very clearly on a number of earlier six-cylinder engines, with single carburettors and little manifold heating, which would simply sneeze and stop when the throttle was suddenly opened. Naturally this effect is accentuated by large inlet tract surface area and low mixture speeds, so on both these accounts we may expect trouble with long ramming pipes unless the carburettor is mounted right up against the engine, leaving the remainder of the ramming length in the form of a plain pipe on the intake side handling nothing but ordinary air.

There seems to be no theoretical reason against this arrangement provided that the carburettor is of adequate size and devoid of obstructions which might cause subsidiary wave reflections. It would be a particularly convenient layout for relatively low-speed engines where the inlet pipe would necessarily be extremely long and could be arranged in the form of a coil of easy radius.

Finally, we must touch upon those problems which arise on attempting to apply these methods to multi-cylinder

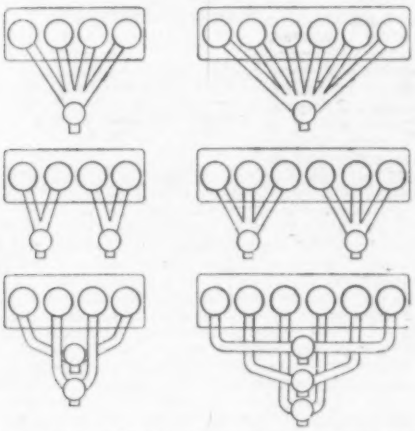


Fig. 3 : Inlet manifold arrangements using separate ports.

engines, and it will be convenient to distinguish three separate major categories. First are engines with separate ports to each cylinder and fitted with one carburettor to each cylinder. These engines are just assemblies of single-cylinder units from the induction point of view and have thus been adequately covered already.

The second case covers those engines having separate ports but only one, two or possibly three carburettors, feeding groups of separate pipes as shown in Fig. 3. Again, this is the same as the single-cylinder engine as regards pipe length, but we shall not waste time considering this sort of arrangement, which is most unlikely to be successful because of the enormous induction surface area and consequent fuel deposition problem. At least one manufacturer has tried an arrangement of this sort and abandoned it hastily.

The third category comprises the great majority of quantity-production engines, namely engines having siamesed inlet ports with one carburettor to each pair of cylinders, as shown in Fig. 4. This type has practical possibilities since it permits the carburettor to be mounted reasonably close to the cylinder head. The basic theory is still applicable, of course, and the approximate pipe lengths for resonance can be estimated by a simple extension of the previous method. The results will not be the same as for the single-cylinder, because for each pipe there are two suction impulses in each complete engine cycle of 720 deg instead of only one. In the twin these will be equally spaced at 360 deg, and this applies to the middle pair of cylinders of the six-cylinder engine; the two outer pairs of this engine, however, have firing intervals of 240 deg and 480 deg, whilst each pair in the four-cylinder engine has intervals of 180 deg and 540 deg.

Space does not permit a full analysis, but as a very approximate guide the required lengths of inlet might be estimated from the formula $L = \frac{84,000}{N}$ for the four-cylinder, and $L = \frac{120,000}{N}$ for the outer pairs of the six-cylinder. The inner pair would require only two-thirds of this length. (In these formulæ L is the length in inches, and N = r.p.m. at peak power.) Because of variations in valve timing, valve lift diagrams, inlet diameters and so on, it is possible only to forecast the approximate length and then to proceed by trial and error until the optimum setting is achieved, but with siamesed ports there appears to be no experimental evidence available from which possible gains can be estimated.

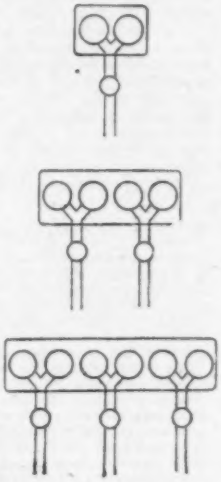
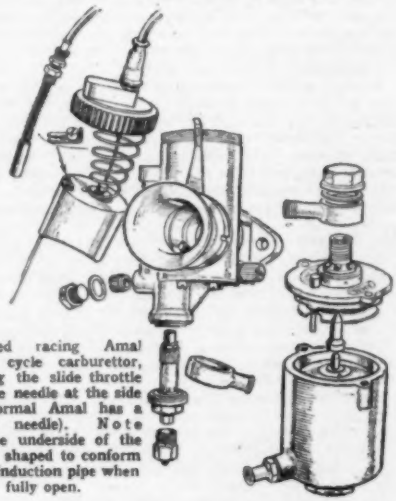


Fig. 4 : Inlet manifolds using siamesed ports.

One thing which emerges conspicuously is that most of the practical drawbacks are associated with carburation, and it would be a great advantage if the carburettor could be abolished and be replaced by a fuel injection system comprising a single metering unit delivering to an injection nozzle in each separate port. The inlet pipes would then handle air only and could be made any length or diameter that might be appropriate, and no charge heating would be needed. Several such injection units have been developed to a working stage but have proved too expensive as yet for production, though not, perhaps, for racing purposes.



Dissected racing Amal motor cycle carburettor, showing the slide throttle with the needle at the side (the normal Amal has a central needle). Note how the underside of the slide is shaped to conform to the induction pipe when fully open.

NEWS and VIEWS

Taxation Changes

CHANGES in motoring taxation made in the Budget introduced by the Chancellor on Tuesday, and discussed on page 315 this week, are as follows:—

An additional 7½d per gallon is imposed on petrol and oils, bringing the average price of petrol up to 4s 3d a gallon.

The flat rate tax will be raised to £12 10s per annum from January 1, 1953, and will apply to all cars, irrespective of date of first registration.

A New "Normannia"

LAUNCHED last July, British Railways' s.s. *Normannia* has now made her maiden voyage, on the Southampton-Le Havre route.

The new ship replaces the earlier vessel of the same name which was lost off Dunkirk in 1940. It can carry 1,400 passengers and about 20 cars.

Bristol 401 Road Test

IN the Road Test of the Bristol 401 saloon in the last issue of *The Autocar*, reference was made to thermostatically operated radiator shutters. Although shutters were at one time fitted to the Bristol, for more than a year past this system has been discontinued in favour of the more normal system of controlling the water flow when cold by means of a thermostatically operated valve.

Geneva's British Benefit

ON March 21, the second day of the Geneva Show, the first dance of the Swiss branch of the R.A.F. Association will be held in the Hotel du Rhone. All proceeds will be devoted to supplying British service and ex-service patients in Swiss sanatoria with comforts.

Tickets (4 francs single, 7 francs double) are available from the Manager of the Brasserie Genevoise, Rue de Berne, Geneva.

New Diesel Mercedes

SINCE the introduction of the Mercedes-Benz 170D diesel car three years ago, some 22,000 have been built. Fundamentally it consisted of a new four-cylinder diesel engine of 1,767 c.c. in the pre-war Type 170 saloon, with transverse leaf spring front suspension. Experience gained with this model in several overseas markets has now led to the introduction of a slightly larger and more luxurious car, the 170DS which has the same engine in the larger chassis employed for the 170S petrol-driven car.

The engine is unchanged, giving an output of 40 b.h.p., and it is claimed that the car can cruise safely at its maximum speed of 60-62 m.p.h., at which the engine is doing approximately 3,300 r.p.m. Overspeeding is prevented by a centrifugal governor.

The front suspension on the 170DS is by wishbones and coil springs. It has a four-speed all synchromesh gear box with steering column change. Normal fuel consumption is quoted as 40 m.p.g.

The new car made its first appearance at the Amsterdam Show recently.

This extremely Italian-looking coupé is actually an XK120 Jaguar, fitted with a special body by Carrosserie Oblin of Brussels. It is the property of J. Herzet, of Liége, who took second place with it in last year's Liége-Rome-Liége Rally. Among its special features are the knock-off pattern wire wheels, of Italian Borrani make.

Ill Wind?

DRASTIC restriction of imports into Australia will mean that the British motor industry will be hard put to it to maintain its export quotas, and as a result it is probable that the low home market allocation of 60,000 will be exceeded, as it has been, in fact, each year since the war. It would, however, be shortsighted to be jubilant at the possibility.

Australia has for a long time been Britain's best car market, taking more cars in a year than are supplied to the home market in Britain.

New Engine Oil

UNDER the name X-100, Shell-Mex and B.P., Ltd., have introduced into this country an additive oil for engine lubrication. It is obtainable all over the country, and is intended for use in the same seasonal S.A.E. ratings as apply to ordinary oils. This X-100 additive oil is the result of some years of research, as is recounted on page 323 in this issue.

It should be emphasized that the use of additive oil in an engine that has had time to collect sludge deposits with ordinary oils should follow a procedure involving flushing the sump after draining, and the renewing or servicing of filters. Additive oil changes should also take place strictly according to recommendations, in order to jettison the sludge matter that is held suspended in the oil by the additives, and in order to maintain the correct additive content.

One further point which should be noted regarding additive oil is that the dipstick appears dirty because of the suspended impurities.

The new oil was introduced at the Thornton Research Centre at Thornton, Cheshire, on March 11.

Mr. J. W. F. Crouch

ANOTHER gap in the ranks of the Coventry pioneers of the motor industry has been made by the recent death of Mr. John William Fisher Crouch. Mr. Crouch entered the young industry in 1899, joining the Daimler company. Later he moved to the Deasy company and won some fame with the 35 h.p. Deasy cars. In 1912 he founded a company for manufacturing a car of his own design in Coventry. The first Crouch cars had rear engines—that is to say, the engine, a twin-cylinder V of Crouch manufacture, was mounted in the chassis just forward of the rear axle. These cars won a string of successes in racing on Brooklands track, in the hands of Mr. J. Cocker. They reached speeds between 80 and 90 m.p.h., but never quite touched the coveted 100 mark.

Later the Crouch car was developed with an o.h.v. twin-cylinder V engine, designed by Mr. G. Fonk, mounted in front in the orthodox way. This model was followed by a four-cylinder Anzani-engined design, in one of which Mr. B. S. Marshall won fourth place in a French Grand Prix, close behind three Bugattis. Unfortunately, the slump vicissitudes of the later 1920s put an untimely end to the Crouch car, which had started off so well, and the company went into liquidation in

NEWS and VIEWS . . . . . continued

1928. Mr. Crouch returned to the Daimler company, where he was chief inspector for many years. He died at the age of 69, and leaves a widow, three sons and one daughter.

Local "Mulberry"

A STAGE in the building of the Vacuum Oil company's Coryton (Essex) oil refinery was completed by the towing into position and sinking on March 6 of a prefabricated "mulberry" unit, weighing 4,200 tons, which forms the main section of the water intake jetty. The operation was carried out with the usual precision of London River tugmen and the Port of London Authority, and the guests invited to watch the operation found it an unusual and impressive experience. (Even more unusual was their enjoyment of cocktails and cigarettes within a petrol storage tank, though it must be admitted that the tank had not been used for its rightful purpose!)

When complete, part of the refinery's output will be high-octane petrol.

Midland Coachmakers

AT the annual dinner of the Midland Centre of the Institute of British Coachbuilders and Automobile Manufacturers at the Grand Hotel, Birmingham, on March 6, the toast of the Institute was proposed by Mr. Gordon Graham, the general manager of Morris-Commercial, who emphasized the importance of reducing prices in order to combat the recessional tendency in export, and he appealed to suppliers to the motor industry to bear part of the increased cost of steel and not to pass it all on to manufacturers.

Bissextile Occasion

HOW many of the 500 Girling guests, one wonders, knew the word "bissextile" before Friday, February 29? Anyway, the annual Girling occasion this year was a leap-year celebration, but host Alex Fraser was determined that it should be even more than its usual success—which it was! It was also somewhat of a Scottish night, with the Fraser tartan well in evidence, a thistle brooch for the ladies, and the haggis duly borne in by the white-capped chef and addressed with the words of Robert Burns.

Metal-coated Screens?

IMPORTANT developments in screen de-icing and demisting may be expected to follow the patenting of a new process which coats glass with a transparent film of metal. The loss in visibility is described as negligible, and the coating has a resistance of about 1,000 ohms, through which an electric current can be passed in order to heat the glass. The film of metal can be sandwiched between two glass layers and is actually the oxide of a metal. Tin has given good results in this usage.

The process is the outcome of research undertaken by the National Physical Laboratory.

Spokesman

IN the account of the coachmakers' dinner, held in London on March 3, reference was made to Mr. W. M. Hart as being one of the speakers. This should have read Mr. W. M. Park.

Pilot into Guard

IT is regretted that the Country Life caravan shown on page 296 of the last issue of *The Autocar* was referred to as the Lanpilot. It was, of course, the Languard.

S.A. Austerity

IN South Africa the dollar allocation for the motor industry has been cut by 20 per cent and the sterling allocation by ten per cent. This was expected, being in line with a recent warning about necessary austerity.

Crossings Regulations

PEDESTRIAN crossings regulations have been amended by the Minister of Transport. These amendments primarily concern the marking of crossings and mean, in effect, that all crossings are valid so long as the general appearance of the lines of studs and of the black and white stripes is not materially impaired.

The first stripe at each side of a crossing is no longer required to be black.

BRITISH MOTOR SHOW IN MONTREAL

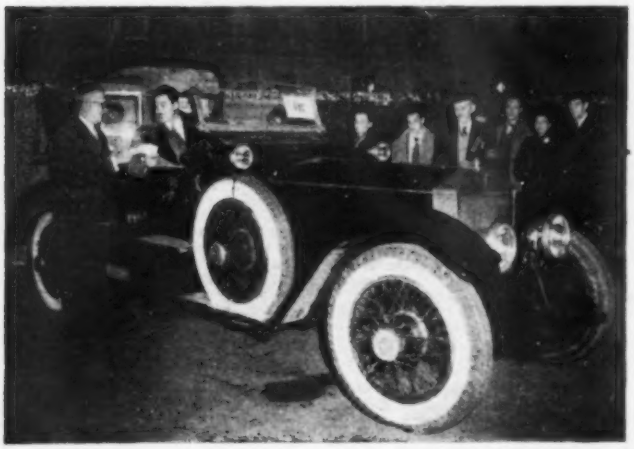
AN event of special interest to Canadian motorists took place from February 28 to March 2 when the Fourth Annual British Motor Show was held in Montreal. The site of the exhibition was an armoury, and the proceeds were in aid of a local branch of the Canadian Legion. The number of people who attended the show, approximately 14,000, proved that the British motor industry is still evoking a great deal of interest in Canada.

Compared with previous years, the exhibition was not quite so complete. Austins presented the widest choice, the other exhibitors being Hillman, Humber, Jaguar, M.G., Morris, Rolls-Royce, Rover, Standard, Sunbeam-Talbot and Triumph. The Austin A.40 Somerset and the Seven did not arrive in time for the show.

A beautifully finished A.90 Atlantic, and an A.40 sports finished in polychromatic grey, were the centre of attention in their own section, and one other notable exhibit was a fully equipped fire engine based on an elongated A.40 chassis.

The Jaguar XK120 naturally drew a large crowd of admirers which was equalled only by those who gathered around the M.G. stand. Here, apart from three standard TD midgets, a modified version of this model was also on display. This car had been completely rebuilt for competition purposes and had already successfully competed in one hill-climb event at Mount Equinox, in the U.S.A. As an added feature, it was fitted with an all-steel detachable top, made in Montreal, which is now being offered for sale as an accessory to TD car owners.

One other interesting display, on the Rolls-Royce stand, was a Silver Wraith with a limousine body by Park Ward. This vehicle had been brought to Canada for the Royal Visitors last autumn but was not used. However, some of the greatest interest centred on two somewhat older Rolls-Royce cars, a 1914 landaulet, which was used by the Prince of Wales in 1916, and a limousine dating back to 1922. Needless to say, both vehicles arrived at the show under their own steam. On the other end of the scale was the ever-popular Morris Minor in two-door, four-door and convertible models, and another highlight was a rather strikingly gold-painted Triumph Mayflower which certainly added colour to the show.



At the British Show in Montreal, one of the exhibits which attracted special attention was this 1914 Rolls-Royce, which was used by the Prince of Wales in 1916.

Making light of heavy weather!

Forget the cold outside! Under the Lanchester bonnet is a built-in heater which circulates fresh, warm air throughout the interior. The wide-curved Lanchester wind-screen gives you a clear, unobstructed view of the road; you drive without worry or strain in an easy, 'just right' position, thanks to the roomy bench-type front seat with each half separately adjustable for driver and passenger.

WINTER is the testing time for any car—and here the Lanchester shows its sturdy character at its very best. Those qualities you enjoy in summer motoring—the sense of positive control, superb road holding and absolutely dependable brakes—are now your guarantee for carefree driving over winter's treacherous roads. Eager starting in snow or frost is given by the specially designed carburation system which reduces the warming-up period to the minimum. Lithe, lively performance at all times, together with wonderful 'big car' comfort for driver and passengers, place the Lanchester in a class of its own.

the lively, likeable **Lanchester**

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THE LANCHESTER MOTOR COMPANY LIMITED · COVENTRY

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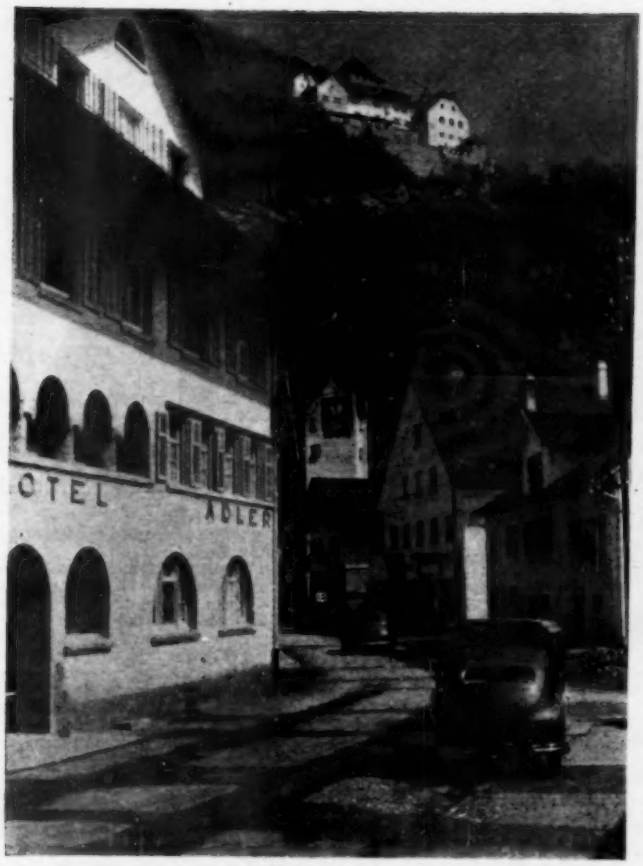


Odd corner of Europe—Vaduz, capital of the little principality of Liechtenstein, with the castle of Prince Francis Joseph II on the hill above.

times five nights. When one does this there is no need to feel obliged to return to the hotel for *déjeuner* at midday, because the average Continental hotel will willingly put up a picnic meal for the tourist. Indeed, that service will probably be proffered before one asks for it.

That brings us to the next item, meals, and a picnic lunch is undoubtedly one way of keeping down expenditure under that heading. It is also wise at any meal to avoid ordering *à la carte*, and to take the set menu. It is also quite unnecessary, in most parts of France at any rate, to insist on ordering vintage wines. Often the local wines, the *vins du pays*, have an attraction of their own, and they will certainly be quite cheap. Finally, just as the expensive hotel is to be avoided in order to conserve one's currency, so should the well-known and correspondingly expensive restaurant be given a miss for this year at least.

Now let us look at the petrol bill. For easy calculation we can take the cost of petrol as 5s 6d per gallon. At 20 m.p.g., therefore, the cost for 100 miles would be £1 7s 6d, at 25 m.p.g. £1 2s, at 30 m.p.g. approximately 18s 4d, and at 40 m.p.g. 13s 9d. Now in addition to the personal allowance of £25 per head one may also have a single allowance of £15 for the car; accordingly, this will provide for approximately 1,100 miles at 20 m.p.g., 1,360 at 25 m.p.g., 1,600 at 30 m.p.g., and 2,200 miles at 40 m.p.g. From these figures it is obvious how great is the advantage that the smaller, more economical car offers.

HOLIDAYS ABROAD? YES!

FOREIGN TOURING LIMITED BY CURRENCY, BUT NOT IMPOSSIBLE

WERE it not for the restriction of the currency allowance for foreign travel to £25 per head, there is little doubt that 1952 would prove a record year for cross-Channel travel. Until the cut to £25 was announced there was a steady flow of letters from readers asking for suggested routes and recommended hotels, mostly in France, with Switzerland next favourite, but also for Belgium, Italy, Austria and the Scandinavian countries.

In writing to express their thanks for information supplied to them some readers regret that their foreign touring holiday is "off," obviously taking it for granted that the reduced allowances made it impossible. But careful planning will make the less ambitious tours quite possible for those who are willing to seek out the smaller and less expensive hotels and to avoid the costly *hotel de luxe*.

by A. G. Douglas Clease

Let us first consider where the money goes. The largest essential items in the holiday budget are undoubtedly hotels, meals and petrol. Apart from choosing the smaller type of hotel, one way of keeping down the total hotel bill is to avoid single-night halts, or at any rate to make them as few as possible, and to stay long enough in one place to secure *en pension* terms—usually a week but some-

In considering how far afield it is possible to travel we can take the distances from Paris, because on the cross-Channel services usually patronized by the motoring tourist one can have the car's tank full, and this will suffice for the journey from the coast to Paris. The following table will, therefore, be useful, but it is intended only as a handy guide and it is not suggested that one should actually go through Paris. Indeed, on the score of saving currency on meals and hotels it is obviously wise to avoid the capital city.

Town	Distance	Town	Distance
Avignon	420	Cannes	565
Basle	310	Geneva	530
Biarritz	470	Marseilles	465
Bordeaux	550	Nantes	250
Brest	365	Turin	480

(Distances are approximate mileages)

Warmth and colour—a fisherman and his wife mending their nets in the late evening on the quay at Palamos, Spain.

HOLIDAYS ABROAD? YES! . . . . . *continued*

From these figures and those previously given for the distances which can be covered by cars of various fuel consumptions on the £15 car allowance, it is obvious that almost the whole of France or Belgium can be reached, also much of Switzerland and part of Northern Italy, without breaking into the personal allowance for the purpose of buying fuel, that is, provided the car can achieve at least 20 m.p.g. However, there is little doubt that most of the Continental motoring holidays this year will be spent in France. Of course, the smaller the car the farther one can go. But do not forget that the calculations are based on starting from the port of arrival in France with a full tank.

What, no Riviera?

Now to examine the hotel question more carefully. Single-night stops are bound to be comparatively expensive, and if the Riviera is the objective the tourist should be prepared to cover long daily distances and to spend only one night *en route* both going south and returning. Otherwise it would be wiser to forgo the undoubted attractions of the Côte d'Azur this year and to go less far afield, say to Normandy, Brittany, the Loire Valley or the Vosges or Jura Mountains. But the experienced driver who does not mind 400 miles in the day can cross on the night ferry service from Dover to Dunkirk and make a very early start on the long trek south. He may stay the night at Chalon-sur-Saône or may even go as far as Lyons, and complete the journey next day. The return can be made in the same manner, staying only one night *en route* and catching the night ferry boat at Dunkirk.

Latest information concerning hotel charges from the French Government Tourist Office, 179, Piccadilly, London, W.1, says that hotels in Brittany have decided that, for a minimum stay of one week, their charges, including tax and service, will be from 700-850 francs per person per day in the smallest hotels, rising to 850-1,000 francs during the high season. For higher-grade hotels the charges run up to 1,500-2,200 francs before and after the high season and 2,000-2,800 francs during the high season. Thus it is still possible, in Brittany at any rate, to find smaller hotels where *en pension* terms may be reckoned at £1 per day.

Les Logis

Then there are the Logis de France, country inns and provincial hotels, which have accepted financial assistance for their modernization and which are bound to maintain certain standards of comfort, good food, and absolute cleanliness, at strictly inclusive prices. These are not to be found in the large cities and are often well away from the beaten track, and as they are usually small it is advisable to book accommodation in advance. Particulars may be obtained from the French Government Tourist Office. Indeed, bearing in mind the necessity for stretching out the currency allowance to the fullest extent, it would obviously be wise this year to book accommodation in advance and to settle terms, so that one may know exactly what to expect and can arrange the duration of the holiday, thus avoiding the *contretemps* of finding that the allowance is dwindling so fast that the holiday must be cut short. Admittedly, this does rob the motorist of his much-valued freedom and independence, but £25 inevitably implies a sacrifice somewhere or other.

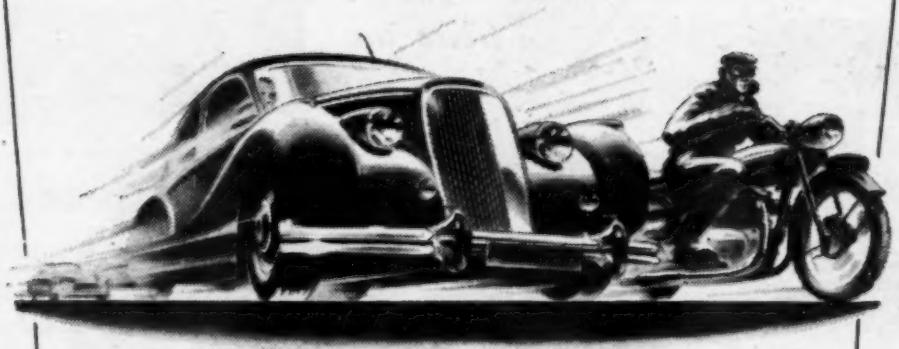
But it is obvious that in certain localities the £25 can be stretched out to cover a fortnight's stay, and if one is not too ambitious in the matter of distance covered, there will be the comforting thought that part of the car allowance may be called upon for personal needs.

So far the needs only of those who wish to use hotels have been considered, but there is the possibility of finding excellent small *pensions*, particularly in Switzerland or near some of the larger tourist centres in France. It would, however, be wise to reserve such accommodation in advance and the terms will probably be found to be in the neighbourhood of £1 per day. There is also the possibility of taking a caravan or of camping, but this cannot be carried out quite so haphazardly on the Continent as it can in this country. In France, for example, it is necessary to have the agreement of the landowner, or, with common land, of the *maire* of the *commune*, before pitching camp, except of course on approved camping sites. Many of the coastal resorts have municipal camping sites, although these are frequently rather remote from the sea. Camping sites are also provided in some of the State Forests, and it should be noted that owing to disastrous forest fires in past years the regulations regarding camping in general are being more strictly enforced.

Licences

A camping licence is essential for those who wish to camp in the State Forests and may be obtained from the Touring Club de France at 179, Piccadilly, London, W.1. The T.C.F. owns a number of private camping sites which are available to members of its camping section. Other organizations dealing with camping and caravanning are the Camping Club de France, 218, Boulevard Saint-Germain, Paris, 7, the Camping Club International de France, 69, Rue du Cardinal-Lemoine, Paris, 5, and Auto-Camping and Caravanning-Club de France, 15, Rue du Faubourg-Montmartre, Paris, 9.

Castrol always leads!



1ST in 1935 with additive to reduce cylinder wear
British Patent No. 423441. Also see National Physical Laboratory Report 12/1/35

1ST in 1935 with a mild detergent to clean the engine itself
British Patent No. 431066

1ST in 1938 to announce lighter oils for easy starting, quick getaway and petrol economy
See National Physical Laboratory Report 2/9/38

1ST in 1949 with improved inhibitors to protect the oil itself
British Patent Nos. 658243—658183

1ST in 1951 with hypoid axle oils containing anti-scuffing additive and rust and corrosion inhibitors
covered by :—British Patent Nos. 561898—561941—588864

2ND to none! The world's most modern motor oil in 1952

That is why most British motorists say
"GIVE ME CASTROL EVERY TIME"

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THE MASTERPIECE IN OILS

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She's a sturdy sports car, this Midget . . . and now the body is wider and the seating is roomier and more comfortable. Notice those new luxury fittings, too, the radio cunningly built into the glove box (that's an optional extra), the re-designed facia panel mounted in good looking leathercloth, the increased luggage space. And the bodywork is a delight . . . no wonder the T.D. Midget is a Hollywood favourite.

★ *A wider, stouter frame is a "plus feature" of the TD series M.G. Midget. Other important "plus features" include:*

Coil spring independent front wheel suspension.
Piston-type shock absorbers.
Powerful hydraulic brakes.
Direct-acting, rack and pinion type steering.
Bigger comfort-tyres, disc wheels.

. . . and remember its grand sporting record

T.D. SERIES M.G. MIDGET	1½-LITRE SALOON
£445.0.0 EX WORKS PLUS	£525.0.0 EX WORKS PLUS
£124.7.3 PURCHASE TAX	£146.11.8 PURCHASE TAX

THE PLUS FEATURES' MG MIDGET . . . .

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London Showrooms: University Motors Ltd., Stratton House, 80 Piccadilly, W.1
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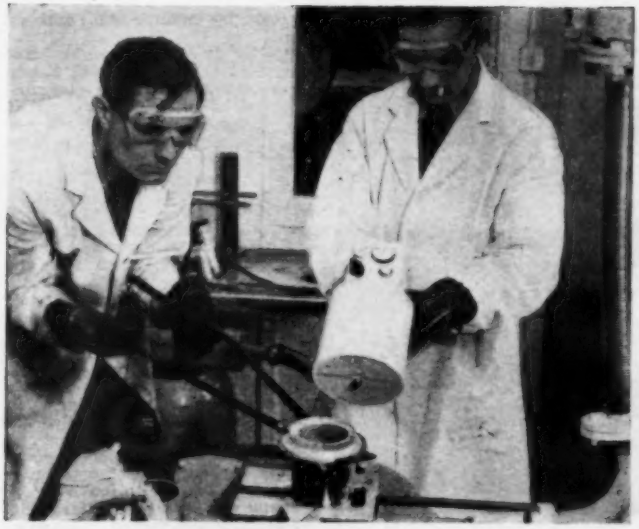


A top piston ring, rendered radio-active at Harwell Atomic Energy Research Establishment, is placed in position on an engine. The degree of radioactivity recorded after test gives the wear products in the oil.

Cheshire Ancestry

SHELL'S NEW ADDITIVE OIL IS LARGELY A PRODUCT OF THE THORNTON RESEARCH CENTRE

by Michael Brown

Discussing additives to lubricating oils in an article in the February 8 issue of *The Autocar*, the author said, "If it is accepted that sufficient for the engine is the mileage thereof then there is no need to worry about these things ; what is by no means readily acceptable is that today's economic conditions should permit such a frame of mind. In times of scarcity goods must be durable."

The introduction of the new additive oil X-100 by the Shell company indicates that the view is shared by this oil company and the background to its development is an interesting one, as the article on these pages shows.

AS I drove along the new concrete road leading past the Stanlow oil refinery and the Thornton Research Centre, in Cheshire, I could not help musing on the way in which, throughout my life, I had been brought into unwitting contact with the oil industry. Butane flares no longer appear incongruous in these high fire-risk areas; catalytic crackers and fractionating towers are familiar refinery architecture. Stanlow, Grangemouth, Shell Haven, Heysham, and lately Fawley—I have arrived at all of them either by road or by sea. And the farther, melodic names—Aruba, Curaçao, Philadelphia, Balik Papan—I wonder if the bronze profile of Deterding still looks down the hill from the administrative building in Curaçao?

The contact has always been full of interest, and the latest one was perhaps most interesting of all. Having discussed lubrication developments in a recent issue, I learned of the appearance in this country of X-100, Shell's additive engine oil, with a satisfaction for which a journalist might be forgiven; he does not always hit the topical jackpot. And X-100 took me along the concrete road to Thornton, for the work of Thornton has been largely responsible for the new oil.

The Research Centre stands in flat country, two blocks of brick and stone in the quieter style of industrial architecture. From the windows you can see the Stanlow "cat-cracker" and the steam-crowned top of the largest cooling tower in the world. The place hums in most of its corridors with the explosions of spark and compression ignition engines that naturally form the bulk of the test equipment, and it has that indefinable international atmosphere that is inseparable from oil. It may be an American accent on the part of a scientist who shakes you by the hand, or the casual mention of Amsterdam or Abadan. It may be because research conclusions speedily become international in most of the sciences. Whatever it is, it is there, with its suggestion of spaciousness and unconscious importance.

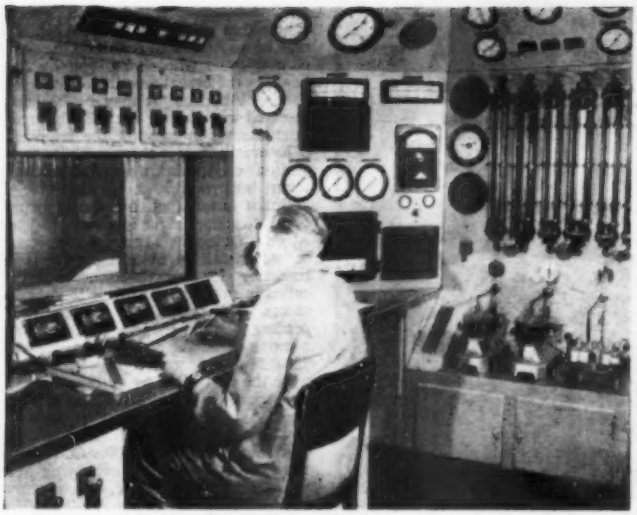
But it is not that, nor the memory of a Deterding plaque in a West Indian island, that makes Thornton important to motorists. In motoring there is a tendency for pseudo-science to be called in to the aid of the sales departments, and car owners are tired of reading about products that "give a zoomability factor of 68.004 per cent to your No. 4 sparking plug." Let us have the real thing by all means, they say; spare us the fifth form inventiveness.

There is nothing spurious about the work that went into X-100. At Thornton they estimate it as occupying five years, running, of course, concurrently with other research, for it is only in films that projects such as an additive oil are launched by a director calling all hands together and telling them that boys, what we need is an additive oil. The knowledge of the need grew as the nature of additives was discovered and their uses were appreciated. As elsewhere—in America, for instance—the first work resulted in additives for diesels, for reasons that were discussed in "Lubrication Developments." In that context, it is important to realize that additive oils for cars are not just "watered-down" versions of the diesel product, but oil whose additive content is specially selected and proportioned for the spark engine.

Wealth

Success in research, especially applicational research, in which Thornton specializes, is mostly a matter of resources, human and mechanical. At Thornton both are impressive. The human side can be judged by the Papers that emanate from the Centre, the mechanical by the fact that forty engines were used in the early stages of X-100 testing. Engines! In test house after test house they pulse and hum, at various r.p.m. figures and under various conditions (there are two cold rooms, the smaller of which goes down to 60 below). There are single-cylinder diesels, multi-cylinder spark engines, and vice versa. There are specialized test engines like the Shell-Ricardo single-cylinder lubricating oil test engine that is a recent addition, and that is a marvel of good workmanship, and there are proprietary car engines undergoing tests of various types. The car industry makes increasing use of Thornton, and owners of one or two recent models are currently enjoying improvements that resulted from Thornton experiments.

Naturally, most of the lubrication



A typical control panel at Thornton. The engine under test at this panel was a single-cylinder supercharged diesel, running for four periods of 120 hours in order to evaluate additive lubricating oil under arduous conditions.

Cheshire Ancestry . . . . . continued

test procedures resolve themselves into the measurement of wear, and this is rarely a matter of micrometers and accepted amateur (and often professional) technique. In fact, an enormous number of hours at Thornton have gone into devising methods of wear measurement, and the latest employs radioactive tracers from Harwell and is giving promising results. Particles of metal in the oil after a period of running are given a radioactive count, and this method is obviously capable of use for determining wear after very short running periods.

When Wear Occurs

The shortening of the minimum measurable wear period is important. Currently it is half an hour, but the ideal would be about three minutes; this would, for instance, enable a great deal to be found out about the wear that occurs during that critical warming-up period just after a cold start, when it is almost certain that the rate is at maximum. *Rate* of wear is important, and the measurement of piston ring weight loss is useful in determining this. But ring weight loss measurement means stripping down every time, as does bore measurement by micrometer, or by profile casting. I saw plastic casts of profile wear, and they are useful for comparison because they can be correlated over constant time-periods to give a picture of deterioration. The complete picture of engine and oil deterioration might be said to be the Rosetta Stone for which they are searching at Thornton.

The conditions under which tests are made vary widely, of course, and are selected by the scientist under whom the particular test is being carried out, and to serve certain ends. But it is not always realized how much is entailed in deciding, for instance, to test the rate of engine wear under cold conditions and heavy-duty usage, and in a dust-laden atmosphere. It means that the independent control of all the auxiliaries must be in the hands of the testers, and that is why a test engine, while being simple enough in fundamental design and combustion process, looks very complicated. The complication arises in ensuring that the various circuits in the engine are capable of independent control and metering; coolant temperature, for example, cannot always be allowed to respond to the degrees Centigrade reached in the combustion chamber, as it normally does. The *pièce de résistance* in this direction is reached by a diesel performance control developed at Thornton, the preselector unit of which looks like a small radio set with a cribbage-board as panel. This can be plugged up to simulate all kinds of running conditions, so that the testers can put on their hats and go home to tea leaving the poor old diesel engine under test to slog out its life in too high a gear up a one-in-six gradient, for instance, and then to over-rev in too low a gear down the other side, all under the influence of the cribbage pegs.

All this, then, was the visible background to the development of X-100; all this and much more that is too rarefied for normal absorption. It is curious that in this atmosphere of precision the scientists, with X-100, were prescribing for imprecision. For there is imprecision in the conditions to which engines are subject, and there is imprecision in the deterioration which takes place in engines and engine oil under use. Both oil and additive content, then, must be selected for the *average*, and in order to do that the average had to be arrived at with precision! It is all very confusing—and fascinating.

I was shown the current research work that is going on with fuels and combustion, and the fact is a reminder that there are many points at which these activities overlap with lubrication research—naturally, for fuel and combustion affect the oil in the sump; a poor fuel means poor combustion, and poor combustion means more harmful blow-by products with all the oil contamination implied. That work, while not irrelevant to X-100 development, must be detailed on another occasion; there is also much interest in the investigation of oil behaviour in extreme pressure conditions.

The customary safeguard is employed at Thornton of field tests, sometimes with special vehicles, and all the time with the staff cars. Perhaps naturally, the talk round the lunch-table showed that the Thornton people were keen motorists, and one felt the usual regret that contact with them must be so fleeting. I drove south-east from Chester on a magnificent night when the engine seemed to have been inspired by its visit to the Research Centre, and as the revs rose and fell I thought of the meters, the oscillograph traces, the charts and burettes that were continually telling the story of how a car works to the scientists at Thornton. Some endeavour must always be made to convey such work to the ultimate consumer, not just to guard against the pseudo-scientific but also in order to stimulate an appreciation of the ability that is concentrated in such places.

Dirty Dipsticks

Thornton's confidence in X-100 is, incongruously, instanced best by their fear that its reaction on the motorist might be unfavourable because the oil on the dipstick would always look dirty. He might then stop using it and lose the advantages. "For heaven's sake," they implored, "tell them that it is *bound* to be dirty because the sludge elements remain suspended in the oil instead of coagulating and settling out on to their sumps and timing cases."

Well, I've done my best—by stressing that the composition and virtues of X-100 have been scientifically determined, however it may appear on the dipstick.

The Autocar ROAD TESTS

The Tickford saloon has a smooth, modern form. A long sweep of the front wings eliminates any suspicion of slab-sidedness. Screw-on hub caps are fitted to the perforated-disc wheels.

No. 1459: HEALEY TICKFORD SALOON

THE Healey company is one of the very few organizations of its kind to be formed since the war for the purpose of building motor cars. This in itself is no mean achievement in times of restrictions and shortages, when any new venture is bound to be beset with difficulties, especially a small company with relatively limited resources. Even more credit is due when it is realized that a whole range of models has been designed and produced, all of them in the high-performance class.

Since the original Riley-engined model was produced several other makes of engines have been used to suit the particular requirements of the various models. Perhaps the best-known example is the Nash-engined Healey, which in its latest form is dressed by Pinin Farina. Truly an international car. It is, however, available only for export at the moment. The home market is catered for by the 3-litre Alvis-engined two-seater and the Riley-engined model with a Tickford convertible or saloon body, and it is this last-named version that has recently been tested.

A close-coupled four-seater coachbuilt saloon, built on a sports car chassis and powered by a well-designed twin high-camshaft and push rod 2½-litre engine, looks on paper to be a car with very desirable qualities. After driving it for over a thousand miles for test purposes, both in this country and in Belgium, where the performance figures were recorded, there is no doubt in the minds of those concerned that this car has a definite appeal. It is one for the specialist driver who requires high-speed transport and at the same time closed-car convenience. The passenger space is comfortable for two persons and quite a lot of luggage, yet four persons can be carried, although it must be admitted that

PERFORMANCE

HEALEY TICKFORD SALOON

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	3.77 to 1	5.33 to 1	8.11 to 1	13.72 to 1
10—30 ..	10.3	7.2	5.1	—
20—40 ..	9.8	6.7	4.9	—
30—50 ..	10.7	7.4	10.8	—
40—60 ..	10.8	7.9	—	—
50—70 ..	12.7	9.1	—	—

From rest through gears to:

M.P.H.	sec
30	5.0
50	10.5
60	14.6
70	19.6
80	28.3

Standing quarter mile, 19.3 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	102	164
	(best)	104.6	168
3rd		65—75	105—121
2nd		40—50	64—80
1st		15—29	29—47

TRACTIVE RESISTANCE: 28.8 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	210	1 in 11
Third	318	1 in 7
Second.. ..	454	1 in 4.8

BRAKES:

Efficiency	Pedal Pressure (lb)
92 per cent	165
65 per cent	100
36 per cent	50

FUEL CONSUMPTION:
22 m.p.g. overall for 418 miles. (12.8 litres per 100 km.)
Approximate normal range 22-26 m.p.g. (12.8-10.8 litres per 100 km.)
Fuel, British Pool.

WEATHER: Dry surface. Wind negligible. Air temperature 46 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	100	108
True speed	11.5	21	30	39	48	57	66.5	77	87	97	104.6

DATA

PRICE (basic), with saloon body, **£1,600.**
British purchase tax, £890 7s 9d.
Total (in Great Britain), £2,490 7s 9d.
Extras: Radio £59 7s 9d. Heater £21 0s 0d.

ENGINE: Capacity: 2,443 c.c. (149.0 cu. in.)
Number of cylinders: 4.
Bore and stroke: 80.5 × 120 mm. (3.139 × 4.680in).
Valve gear: o.h.v. twin camshaft, push rods and rockers.
Compression ratio: 6.85 to 1.
B.H.P.: 106 at 4,800 r.p.m. (60.3 B.H.P. per ton laden).
Torque: 136 lb ft at 3,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 20.6.

WEIGHT (with 5 galls fuel), 26¼ cwt. (2,961 lb)
Weight distribution (per cent): 50.6 F; 49.4 R.
Laden as tested: 30¼ cwt. (3,375 lb).
Lb. per c.c. (laden): 1.38.

TYRES: 6.40—15in.
Pressures (lb per sq in): 22 F; 24 R.

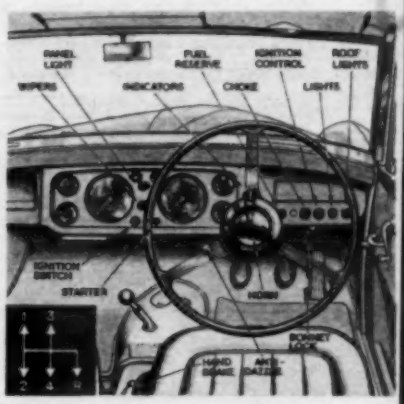
TANK CAPACITY: 16 Imp. gallons.
Oil sump, 14 pints.
Cooling system, 24 pints (plus 2 pints if heater is fitted).

TURNING CIRCLE: 34ft 0in (L. and R)
Steering wheel turns (lock to lock): 2¼.

DIMENSIONS: Wheelbase 8ft 6in.
Track: 4ft 6in (F); 4ft 7in (R).
Length (overall): 14ft 9in.
Height: 4ft 7in.
Width: 5ft 7in.
Ground clearance: 7in.
Frontal area: 21.2 sq ft (approx.).

ELECTRICAL SYSTEM: 12-volt 63 ampere-hour battery.
Head lights: Double dip, 48/48 watt.

SUSPENSION: Front, coil springs, trailing links.
Rear, coil springs, trailing arms, Panhard rod.



A neat, simple main grille blends well into the smooth curves of the front of the car. Separate side lamps are mounted below the head lamps.

Smooth lines at the rear are broken only by the plated fittings. A useful protective plate is fitted to the leading edge of the rear wings.

ROAD TEST . . . . . continued

The two wide doors contain useful deep pockets. Rear-seat passengers are adequately accommodated for a car of the high-performance character of the Healey.

the rear seats are somewhat cramped. However, for this type of car this disadvantage is offset by the fact that the reduction of interior space permits a car of low overall height, which, coupled with a body of low drag characteristics, results in a car that is very economical on petrol, even at high speed. For example, even during performance testing the fuel consumption did not fall below 22 m.p.g.

The Healey, too, is one of the few cars tested by *The Autocar* that has a mean maximum speed of over 100 m.p.h. It is therefore not surprising that high average speeds are obtained without its giving the impression that it is being overworked, average speeds nearer fifty than forty miles to the hour being common. Although the big four-cylinder engine is quite flexible it shows a definite tendency to pink on Pool petrol if it is allowed to slog, or even at fairly high speeds when accelerating hard. However, with improved fuel obtainable abroad pinking is eliminated. Intake noise or power roar is noticeable, but the degree of silence sacrificed is directly beneficial in the increase of power obtained. Also, wind noise is very low and above 60 m.p.h. the overall noise level is distinctly lower than average, conversation being quite easy even at 100 miles an hour.

Normal main road hills can be climbed fast on top gear, while third will deal with most of the steeper variety; second gear is valuable for gradients steeper than 1 in 6. More important perhaps than the ability to travel at well over a hundred miles an hour is the safe feel of the car when it is doing so.

The suspension, unusual in that it has trailing arms all round, provides a means of really glueing the car to the road. This, together with the low build of the body, results in a very stable vehicle. Directional stability is further improved by understeer characteristics. Slightly more castor action in the steering would be an advantage, but this can very easily be obtained as this is one of the few modern cars on which such an adjustment is provided for. The damper arms which form the top links of the suspension are fitted with eccentric bushes at the outer pivot point, and if these are turned the alteration in effective arm length varies the castor angle.

Individual seats, adjustable for angle, are in keeping with the sporting nature of the Healey. The interior reveals a practical and well-finished simplicity.

Briefly, this is a car that stays on course at all times, and has that firm, positive feel on corners that inspires confidence. All this is achieved at the expense of a ride that is a little hard by present-day standards, but not unduly so. There is almost no roll on corners, and the riding is not too hard for comfort on rough surfaces.

Retardation by means of Girling hydraulically operated brakes (with two leading shoes at the front) is very effective, although the pedal pressure required to obtain maximum efficiency is higher than usual. The brakes did not show any signs of fade during the severe conditions of performance testing, and they did not require any adjustment to restore balance or reduce pedal travel after a very substantial mileage had been covered.

Sitting-up

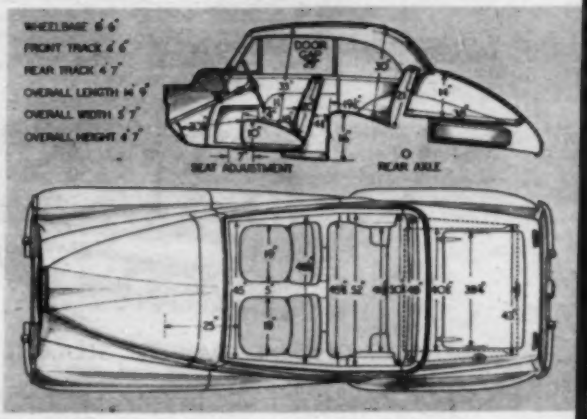
When sitting in the Healey the driver does not get the impression that the car is as low as it really is. This is because the seating arrangements do not place him in an uncomfortable position an inch or so from the floor, but reasonably high up in a position where control can be easily directed. Both front seats are adjustable for leg length, and the angle of the seat backs can be varied by means of an adjusting screw for each, though these do not enable the back rests to be positioned as near to the vertical as is desired by some people. The steering wheel is well placed and mounted on an adjustable column; it has a pleasingly shaped rim and is comfortable to hold. The horn button and direction indicators control are mounted on the wheel hub. It would be an advantage if the spring under the horn

Spare wheel and tools are carried beneath the luggage locker floor. There is decidedly reasonable stowage space.

button were a little stronger, as it apt to be operated inadvertently by the back of the driving seat when this is pivoted forward to gain access to the rear seats via the wide door.

All the pedals are well placed and there is room for the driver's left foot between the tunnel and the clutch pedal, a very desirable feature. The clutch is smooth and the pedal pleasant to operate. The organ-type throttle pedal, too, is arranged to give a nice action, and is correctly positioned to permit heel-and-toe gear changing if desired. The central remote-control gear change is very positive and does not vibrate. The lever is short and rigid and nicely positioned; because of its cranked shape the movement is more up and down than backwards and forwards, which tends to make its operation feel a little heavy, and also its shape causes it to get in the way, in reverse position, of the hand brake lever placed conveniently between the seats.

Minor controls and switches are arranged in two groups, one in the centre of the facia and the other on the right-hand side below the radio controls if such equipment is fitted. To enable the best performance to be obtained with different types of fuel a hand-operated overriding ignition control is provided on the facia. Another very useful provision is a reserve petrol supply, brought into operation by a switch



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

on the facia, which also illuminates a warning light showing that the reserve supply is being used.

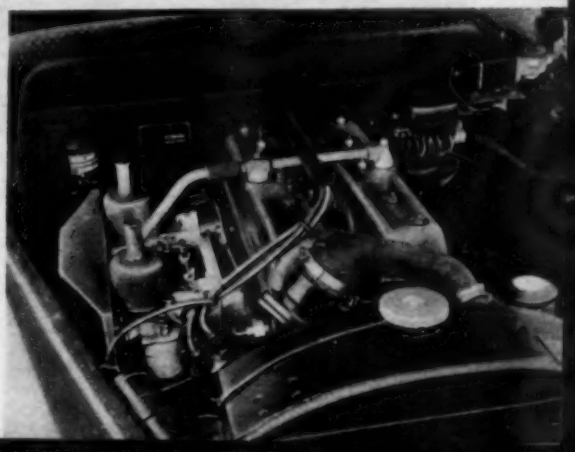
From the driving seat forward visibility is very good and both front wings can be clearly seen; the windscreen pillars are nicely shaped and slender, with the result that blind spots are reduced to a minimum. The rear view mirror is well placed, but better rear vision would be obtained if the rear window were larger.

General finish, both of the inside and of the exterior, is much above average—as, of course, must be recognized is the price also. In particular the hardwood facia is very well polished. Circular instruments are spaced across it, not closely grouped in front of the driver, but this arrangement does prevent windscreen reflections in front of the driver's eyes when the instrument lights are on.

The head lights are quite definitely in keeping with the rest of the car; they are powerful and have a good range as well as a useful spread—the kind of lights, in fact, that make night driving a pleasure. The twin horns have a pleasing note, yet for a car of this type a more powerful warning system would be advantageous. Starting from cold was quick and little use of the choke was required.

The Healey is a car with a very definite appeal to the driver who requires high-speed quality transport with an accent also on good petrol consumption, two very desirable qualities that do not usually go together. Also it has saloon car comforts and protection. Briefly, it looks and feels right.

The pipe communicating with the air cleaner extracts oil mist from the valve rocker covers. The air cleaner for the twin S.U. carburettors is of unusual shape to fit into the available space under a well-filled bonnet.



In addition to the normal head lamps, there are a Pivophare pivoting fog lamp and a Lucas long-range spot light of the type known as a "flame thrower." The Pivophare has a reflector which swivels round within the lamp casing under the control of a handle operated by the driver.

EQUIPPED FOR COMFORT

FITTINGS ON THE DAIMLER STRAIGHT EIGHT FOR LONG-DISTANCE RALLYING

THERE is no other coachwork competition quite like the *concours de comfort* which is the concluding event of the Monte Carlo Rally. It is not a *concours d'élégance*, and, therefore, graceful lines and appearance count for nothing. The points on which the cars are judged are solely the comfort and convenience of the crew, and bearing in mind the long and arduous run which must first be accomplished it is not surprising that many of the special fittings which are invariably installed have a real practical value for long-distance touring.

The huge Daimler Straight Eight saloon-limousine which was driven by T. H. Wisdom and Lord Selsdon is a case in point, for in addition to the fittings which are normally included in such a luxury car there are many others which were specially designed with the rigours of the route in mind.

Thus, in order that the full light of the head lamps shall always be available and shall not be obscured by overtaking other cars on muddy roads, the head lamps are fitted with rotating wiper blades and also with water jets to wash off any mud. There are additional special lamps. Screen washer jets are also fitted and owing to the width of the screen there are three wiper blades, with a two-speed operating motor to drive them.

Another special lamp fitting is a fog lamp on a bracket attached to the rear bumper, so that light can be thrown on the side of the road from behind the car. The fitting allows the lamp to be swivelled for use as a powerful reversing light if necessary.

In addition to the standard loud and soft horns there is a special extra-loud horn for use when overtaking the huge lorries encountered on Continental roads. In addition to the non-dazzle interior mirror there are also driving mirrors on each wing, useful fittings on such a large car. As snow on the Monte Carlo Rally is always a likely occurrence a special peak is fitted above the screen with a gap between its rear edge and the roof, so that the air current over the car deflects the snow and helps to prevent it from settling on the screen.

A removable box with a padded top and two down cushions allows an off-duty driver to rest his head in comfort while he is curled up on the wide rear seat. The box has a hinged door which opens to disclose a plastic washbowl with soap and towels, an electric razor, first-aid kit, electric kettle, picnic equipment and a teapot.

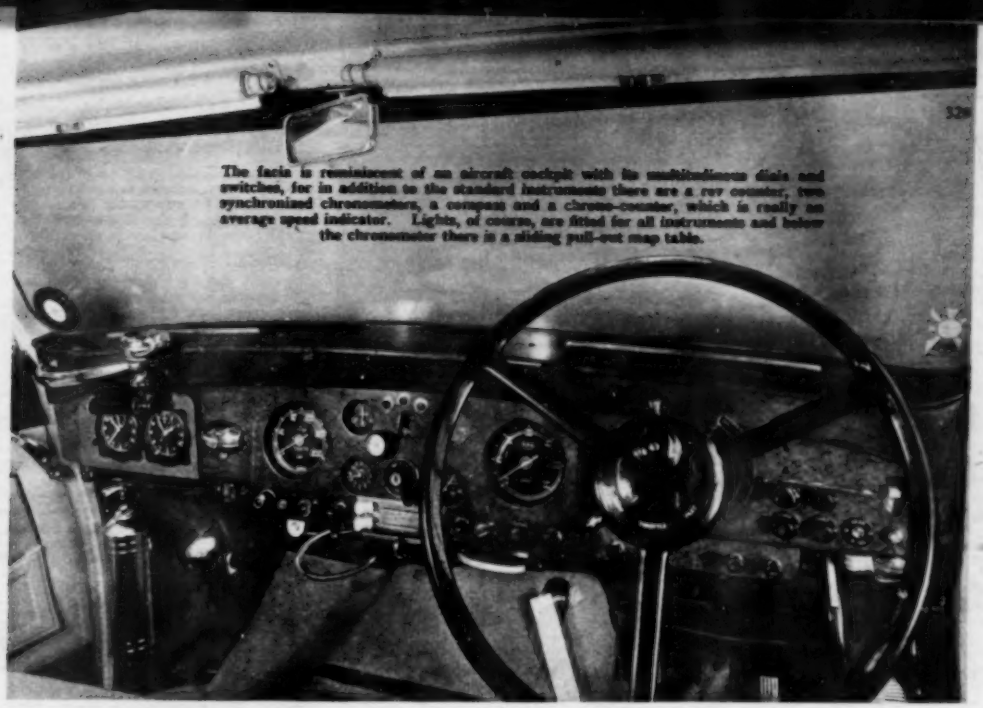
Driver's Delight

Besides the array of instruments, in the front compartment are a fire extinguisher and an electric torch, both held in spring clips, small tools in a sliding tray under the driving seat, roller-blind vizors, and a map pocket in the left-side front door. There is an extension radio loudspeaker in the rear compartment. The foot-operated dip-switch is actuated through an organ-type pedal.

An unusual amount of comfort is concentrated in the rear compartment, so that the member of the crew off duty can sleep in comfort.

The division window is electrically operated, and in the division there are folding tables and recesses containing sandwich boxes and vacuum flasks. In the centre of the division is a cocktail cabinet, and in the right-side table there are a mirror and toilet articles.

An interior heater is also fitted in the centre of the division and receives warm air from the large Smiths heater fitted on the engine side of the bulkhead, which also



The facia is reminiscent of an aircraft cockpit with its multitudinous dials and switches, for in addition to the standard instruments there are a rev counter, two synchronized chronometers, a compass and a chrono-counter, which is really an average speed indicator. Lights, of course, are fitted for all instruments and below the chronometer there is a sliding pull-out map table.

KEY TO INSTRUMENTS AND EQUIPMENT

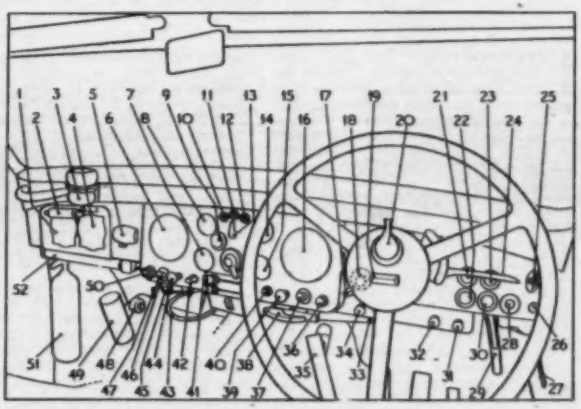
1 and 4, Twin synchronized chronometers. 2, Map and chronometer reading lamp. 3, Compass. 5, Map-reading lamp. 6, Speedometer (metric). 7, Clock. 8, Ammeter. 9, Thermometer showing temperature of car interior. 10, Ignition warning light.

11, Brake vacuum warning light. 12, Oil pressure warning light. 13, Ignition (advance-retard) control. 14, Fuel gauge and engine oil level gauge. 15, Water temperature gauge. 16, Rev counter. 17, Hand throttle. 18, Control for three-bladed two-speed windscreen wiper. 19, Horn button.

20, Trafficator switch. 21, Head lamp wipers switch. 22 and 30, Pass lamp switches (right and left). 23, Front compartment roof lights switch. 24, Gear selector lever. 25, Control for electrically operated glass partition between compartments. 26, Button for windscreen squirt-cleaner. 27, Manual direction control for Pivophare pivoting fog lamp. 28, Push button for electrically operated rear window blind. 29, Hand-brake.

31, Control for central fast driving lamp. 32, Rear fog lamp switch. 33, Loud-soft horn switch. 34, Switch for pivoting fog lamp. 35, Head lamp dip-switch. 36, Push-button to indicate engine oil level on fuel gauge. 37, Electric fuel pump control (mechanical and electrical pumps fitted). 38, Lever operating head lamp squirt-cleaners. 39, Mixture control.

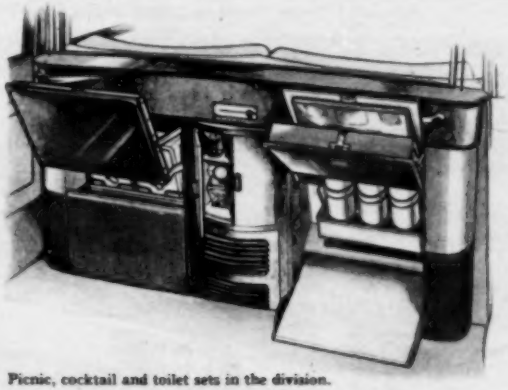
40, Starter button. 41, Heater unit temperature and distribution (front and rear) control. 42, Control for adjustable panel lighting. 43, Flexible drive for chrono-counter (not shown fitted). 44, Petrol reserve control. 45, Continental loud-tone horn, for use of co-driver. 46, Starter solenoid switch mounted internally for use by co-driver as alternative to normal starter button. 47, Ventilating fan control. 48, Plug for electric razor, kettle, or extension lamp. 49, Electric torch. 50, Cigarette lighter. 51, Fire extinguisher. 52, Pull-out map table.



supplies the demister slots. In the centre folding arm-rest of the rear seat a Plessey radio set is concealed.

Other refinements are an electrically heated rear window to prevent misting, a spring roller blind to the division, an electrically operated blind to the rear window and companions in the quarters with illuminated mirror backs.

In the locker are a second spare wheel and Parsons chains, together with wheel-changing tools and fitted suitcases. A light is fitted inside the locker. On the roof are a detachable rack carrying a spare wheel fitted with chains, two chromium-plated spades, de-ditching equipment, a folding ladder and a hydraulic jack. The roof rack does not interfere with the flush-fitting sliding roof over the front compartment.



Picnic, cocktail and toilet sets in the division.

Front end of the new Mercury marks a further step in integrating the bumper into the shape of the car. The bumper has two main bars with an air intake in between. The air intake on the top of the bonnet, like the scoops on the side of the car, is a dummy with no practical purpose at present.

Extensive U.S. Ford Redesign

FORD, MERCURY AND LINCOLN REVISED : NEW O.H.V. SIX- AND EIGHT-CYLINDER ENGINES

INTRODUCTION of the Ford, Mercury and Lincoln ranges for 1952 is an important step in the Ford group's drive to regain the leading place in the United States market which it lost to General Motors some years ago. At a time when their competitors have had to content themselves with face-lifting operations and detail improvements, Ford have completely restyled the whole ranges of Ford, Mercury and Lincoln cars. They have introduced a new overhead-valve six-cylinder engine for the Fords, increased the power of the side-valve Ford and Mercury V8 units and produced an entirely new Lincoln chassis, with an overhead-valve V8 engine and a type of front suspension not previously used in the U.S.A.

An early step, indicating a new attitude to public relations, was when the Ford group, hitherto noted for its reticence, invited the Press to view its new engineering laboratories, as recorded in *The Autocar* of February 1. The long-term experimental car, the Continental Nineteen Fifty X, was shown, and visitors saw many projects now engaging the attention of an engineering and research staff which has been expanded from 1,600 people in 1946 to over 4,000 at the present time. Design and tooling programmes for the new cars were already well advanced before the Korean crisis developed and so the new models have been brought to production despite a growing armament programme.

In style, the Lincoln and Mercury establish distinctive trends which will have considerable influence elsewhere. They are marked by crisp lines and flat surfaces, free from bulbous curves. Radiator grilles are eliminated and bumpers are fully integrated into the styling, instead of being hung on as ugly and cumbersome appendages.

Several mechanical features of the new cars are new to America but have already been seen on European cars. Pedals are now hung from the front bulkhead, bringing the linkage up to where it is less vulnerable, and putting the brake master cylinder where it is more accessible and protected from dirt and ice. The Lincoln has a coil spring and wishbone front suspension in which the separate kingpin is eliminated, ball joints on the ends of the wishbones being used to carry the yoke piece, accommodating both steering and suspension movements. Finally, Lincoln has been able to drop the bonnet line by sinking the carburettor inside the air cleaner, thus cutting the height of the power unit by several inches.

Ford enters the new season with 18 separate models, including two new station wagons, known as Ranch Wagons. They are available in over 80 combinations of colour and trim, and are divided into three main price groups, the Mainline, Customline and Crestline, according to trim and equipment. Bodies have been given a completely new appearance by a restyled grille and bumpers, and one-piece curved screen with narrower pillars plus new doors and rear wings. There is a choice of the new o.h.v. six-cylinder engine or the more powerful side-valve V8, and buyers have the option of three transmissions, a synchromesh gear box, gear box plus overdrive, or torque converter with three-speed planetary gear. A heavier chassis frame is used, with longer wheelbase and wider front track than last year. In the search for lighter steering the steering-box ratio has been changed from 23.2 to 26.3 to 1.

The new six-cylinder engine is known as the Mileage Maker. It has valves inclined in line in wedge-shaped combustion chambers and operated by push-rods. Several features are also common to the new Lincoln V8, including cast-iron alloy crankshaft, camshaft, and exhaust valves. No separate valve guides are used, the guides being cast in the head. The six has nearly equal bore and stroke, the swept volume being 3½ litres. On a compression ratio of 7 to 1

One of the sleekest of the new American models, the 1952 Mercury, avoids bulbous curves. The high rear deck and tail fins characterize the current trend and the big rear lamps merging into the bumper outline set the pattern for future styles.

The hardtop Lincoln Capri, like the new Mercury, has a bumper-cum-air intake which merges smoothly into the lines of the car. Appearance is improved by eliminating the large aircraft or guided missile bonnet emblem seen on so many American designs.

FORD SPECIFICATION

Engine.—6 cyl. 90.4 x 91.4 mm. 3,528 c.c. O.h.v. pushrod. Compression ratio 7 to 1. 101 b.h.p. at 3,500 r.p.m. Max. torque 185 lb ft at 1,300-1,700 r.p.m. V8. 80.9 x 95.25 mm. 3,923 c.c. S.v. Compression ratio 7.2 to 1. 110 b.h.p. at 3,800 r.p.m. Max. torque 196 lb ft at 1,900-2,100 r.p.m.

Transmission.—Standard, single-plate dry clutch, synchromesh gear box. Axle ratio 3.90 to 1, Axle ratio with overdrive 4.1 to 1; with torque converter transmission, 3.31 to 1. Open propeller-shaft. Hypoid axle.

Suspension.—Independent front by coil springs and wishbones, half-elliptic rear.

Wheels, Tyres and Brakes.—6.70-15in tyres in steel disc wheels. Hydraulic duo-servo brakes.

Dimensions.—Wheelbase 9ft 7in. Track (front) 4ft 10in; (rear) 4ft 8in. Overall length 16ft 5⅞in, width 6ft 1⅝in, height (laden) 5ft 2⅛in. Kerb weight (V8) 3,350 lb approx.

MERCURY SPECIFICATION

Engine.—V8. 80.9 x 101.6 mm. 4,185 c.c. S.v. compression ratio 7.2 to 1. 125 b.h.p. at 3,700 r.p.m. Max. torque 210 lb ft at 1,900-2,200 r.p.m.

Transmission.—Standard, single-plate dry clutch, synchromesh gear box. Ratios 3.73, 5.98, 10.51 to 1. Axle ratio with overdrive, 4.1 to 1; with torque converter transmission, 3.31 to 1. Open propeller-shaft, hypoid axle.

Wheels, Tyres and Brakes.—7.10-15in tyres on steel disc wheels. Hydraulic duo-servo brakes. Braking area 159 sq in.

Dimensions.—Wheelbase 9ft 10in. Track (front) 4ft 10in; (rear) 4ft 8in. Overall length 16ft 10in, width 6ft 1½in, height 5ft 2½in.

LINCOLN SPECIFICATION

Engine.—V8. 96.5 x 88.9 mm. 5,202.7 c.c. O.h.v. pushrod. Compression ratio 7.5 to 1. 160 b.h.p. at 3,900 r.p.m. Max. torque 284 lb ft at 1,600-1,900 r.p.m.

Transmission.—Hydramatic 4-speed epicyclic with fluid coupling. Axle ratio 3.15 to 1.

Suspension.—Coil springs and wishbones with ball joints for yoke piece at front. Half-elliptic rear.

Wheels, Tyres and Brakes.—8.00-15 on steel disc wheels. Hydraulic brakes, 11in drums. 191 sq in braking area.

Dimensions.—Wheelbase 10ft 3in. Track (front and rear) 4ft 10½in. Overall length 17ft 10½in, width 6ft 5½in, height 5ft 2⅛in. Kerb weight (4-door saloon) 4,060 lb.

it delivers 101 b.h.p. with a maximum torque of 185 lb ft. The classic side-valve Ford V8 engine is continued, with compression raised from 6.8 to 7.2 to 1 and it now gives 110 b.h.p. as against 100 last year.

The Mercury, apart from new styling, has more body space than before and the chassis is reinforced, with box-section side members instead of the previous channels. The range of body styles is the biggest ever offered by Mercury, with hardtop coupés and convertibles, plus two- and four-door station wagons supplementing the two- and four-door saloons. The facia designs are interesting, with instruments centrally grouped in one big dial and control levers arranged vertically as on a modern aircraft. The windows are larger than before and there is more head room. Steering effort has been reduced by giving further reduction in the box, the ratio now being 26.4 to 1. A rise in compression ratio similar to that on the Ford V8 has raised the Mercury power output from 112 to 125 b.h.p.

The Lincolns look remarkably long and low, but they have higher doors and more head room than the previous models and there is more leg room at the rear. Despite all this, the cars are 8in shorter and 1in narrower than the 1951 models. The new chassis frame has a massive centre X bracing with additional lateral reinforcements. The low short bonnet should ensure good driving vision and Lincoln now conforms with convention by hinging all doors on the forward edge for safety. Reduction of weight has made it possible to reverse the present trend, by using a lower reduction in the steering. The ratio is now 26.1 to 1 instead of 29.7 on the previous cars, so Lincoln owners should have less wheel twirling to do.

The battery is now located under the front toe board, where it can be reached from inside the car, and is of a new type, with 63 very thin plates inside a moulded-rubber case, instead of the previous seventeen. It is said to give a longer life, with less maintenance than before.

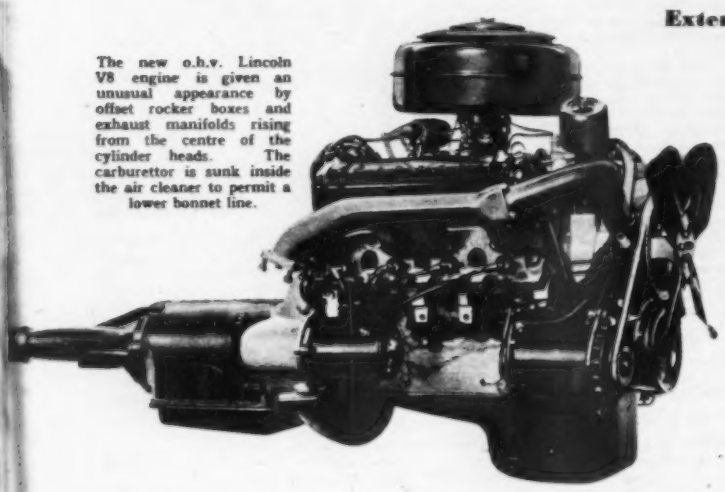
When it comes to making V8 engines the Ford group has, of course, unrivalled experience, for they have built over twelve million of them, which they believe is

The tail of the Lincoln Cosmopolitan saloon exhibits the high flat line and enormous tail lamps which seem destined to appear in the next series of American cars. Even on the saloons the rear quarter panel has practically disappeared.

New grille, lamps, bumpers, rear doors and rear wings, plus a curved screen, change the appearance of the 1952 Detroit Fords, which are available with a more powerful side-valve V8 engine or a new o.h.v. six. The air intake on the side is a dummy with no functional significapce.

Extensive U.S. Ford Redesign

continued



The new o.h.v. Lincoln V8 engine is given an unusual appearance by offset rocker boxes and exhaust manifolds rising from the centre of the cylinder heads. The carburettor is sunk inside the air cleaner to permit a lower bonnet line.

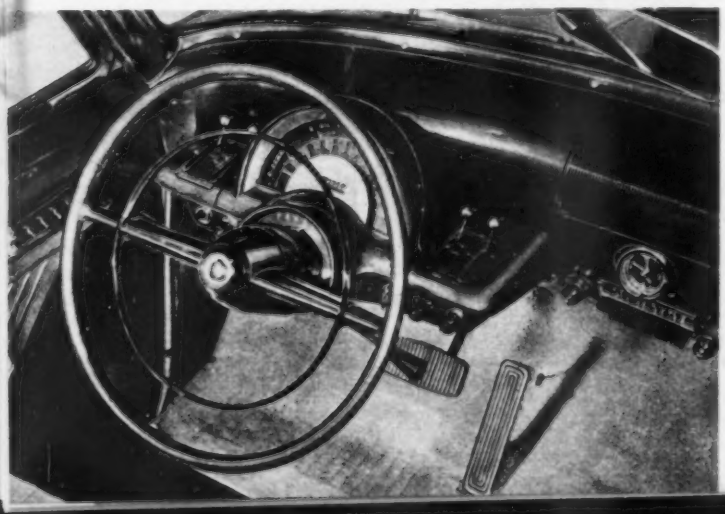
more than four times as many as all other manufacturers put together. The new engine is smaller and lighter than the unit which it replaces but gives more power and a higher torque. Its output is 160 b.h.p. from a swept volume of 5,202 c.c. whereas the previous engine gave 154 b.h.p. from 5,517 c.c. The design of the new Lincoln V8 is, therefore, of special interest. The cylinder blocks are set at 90 degrees in a single casting with a crankcase which extends down well below the centre line of the crankshaft, unlike some other recent designs. The valves are inclined in wedge-shaped combustion chambers, the Lincoln designers having decided against the hemispherical head on the ground of complication and tooling difficulties. The valve cover is offset to one side of the head and the engine is given an unusual appearance by the exhaust manifolds, which rise straight from the centres of the cylinder heads. Manifolds are finished with silicone heat-resisting paint. The automatic choke is mounted on the inlet manifold, a location adopted on last year's Detroit Fords. This causes the choke to operate in accordance with engine manifold temperature rather than carburettor temperature.

Crankcase ventilation is accomplished through an intake which allows air to flow through the tappet chamber, chain cover and rocker boxes and then into the crankcase at front and rear, after which it is finally ejected through exhaust ducts under the car. Removable filters exclude grit and dust. It is claimed that the air flow is automatic and does not depend on the movement of the car or the action of the fan. The fuel pump is placed low down towards the front of the engine in the path of cool air from the fan.

The Cosmopolitan and Capri series replace last year's Cosmopolitan Lincolns, the short-wheelbase series being dropped. All cars are equipped with the Hydra-matic transmission.

Sales to dollar buyers in Britain are handled through Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.

On the Mercury all instruments are grouped in one central dial and an idea from aircraft practice is borrowed by using vertical levers to control the ventilation system.



THAT'S JAMAICA INN AHEAD!

OVER THE MOOR from Bodmin to Launceston it's a long and lonely road. And in the days of stage-coaches and smugglers men were glad to reach their journey's end. We've come a long way since then. The ALVIS of today is such a pleasure to drive that a journey is an end in itself.

In the words of "*The Motor*" ROAD TEST, January 16th, 1952:

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The Abbott four-seater body on a Jaguar XK120 chassis. Bonnet and wings resemble those of the standard two-seater, the lines of which are not easily bettered.

Sports Coachwork

FOUR-SEATER XK120 AND A JUPITER COUPÉ

TWO interesting bodies on well-known sports car chassis here illustrated are both by E. D. Abbott, Ltd., of Farnham, Surrey. The hard top coupé is on a Jowett Jupiter chassis, and reveals a quality coachbuilder's notion of what should be done on a sports chassis which has lately been appearing in a number of forms. This coupé was made for Mr. C. H. Swain, of the firm of H. R. Owen, Ltd.

The coachwork is in aluminium, on a wooden frame, and the car is fitted with a full-width seat, with armrest; the upholstery is in blue. It is very fully equipped, with heater, radio and screen washer. The exterior is in light blue. The car costs £2,210 10s, inclusive of British purchase tax, though at present only one example exists. A further and slightly modified design is being built.

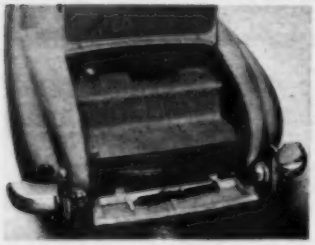
A four-seater tourer, on the Jaguar XK120 chassis, has been built to the requirements of a New Zealand customer. It is framed in ash, with aluminium panelling, and is fitted with a folding head. Room has been found for a separate luggage compartment, and the rear seats provide alternative space when the car is used as a two-seater. At present it has not been found possible to produce this body for the home market.

There is quite a big window in the rear panel of the Jaguar's hood.

Inside the Jupiter: the seats have that length fore and aft which gives comfortable support. Below: the rear is neat and shapely.

The Jupiter body is well balanced in line and free from superfluous ornament. A squarish aperture is used for the rear wings.

Although the petrol tank is part of the "luggage," there is considerable space behind the seat back.



Wing-Cdr. Frank Aikens, more familiar in a 500, amites the wall hard in J. D. Ackernley's Austin Special on Leyes Lane, in the Yorkshire Sports C.C. 4-44 Trophy Trial . . .

. . . and F. Harrison takes the FH3 up the lower slopes of Bank End, in the same event.

Coventry Cup Trial

THE Coventry Cup Trial, the first event to be organized by the London Motor Club (formerly the North-West London M.C.), was run in the Hindhead and Petersfield areas on Sunday, March 9, over an unusually stiff course including nine sections of which four were new.

The Coventry Cup was won by R. W. Faulkner, driving his Paul Special, with 49 marks out of a possible 54; his Southern Lights team mates, W. H. Waring and A. E. Rumfitt, were second and third.

The first section, Vale Farm 1, was a short opening section and caused little worry to the majority of the 32 starters; but Vale Farm 2 and 3, both long, extremely muddy, climbs up through the woods, defeated the entire entry, although outstandingly good performances here were put up by Faulkner, R. F. Chappell (Cotton III) and B. Blundell (Blundell Spl.). Dent's Delight and Lawson's Lament were in remarkably chastened mood, but produced quite a number of failures from amongst the unwary.

After Cow Track had claimed its usual batch of victims, a shortened version of the notorious Beechy Curve allowed only nine clean climbs. The next of the new sections, Beechy Lees, a short downhill approach to an acute hairpin bend, took its toll of the entry, including Waring, who turned on the power before clearing the bend, and motored straight up the bank in breathtaking manner.

At Streatham hill, an involved circular section including both up and downhill manœuvres, the proceedings were opened by Chappell, whose climb was halted by a tree at the cost of his front axle beam; only Faulkner recorded a clean, beautifully calculated ascent.

PROVISIONAL RESULTS

Coventry Cup: Paul Spl. (R. W. Faulkner), 49 marks gained.

Best performance in opposite class: W.H.W. Spl. (W. H. Waring), 45.

First-class awards: Cotton II (A. E. Rumfitt), 44; Overton Spl. (H. H. Overton), 43; Spence V (E. G. Spence), 43; Cotton III (R. F. Chappell), 42.

Second-class awards: Spence Spl. (A. E. A. Day), 41; Copse II (L. O. F. Notley), 35; Dellow (B. H. Dew), 33.

Team award: Southern Lights—W. H. Waring, R. W. Faulkner, A. E. Rumfitt.

Special tests: A: A. E. Rumfitt, 15s; 2, W. H. Waring, 16s. B: 1, A. E. Rumfitt, 16s; 2, A. E. A. Day, 16.4s.

37 entries : 5 non-starters : 3 non-finishers.

FOUR FORTY-FOUR

THE Yorkshire Sports Car Club's 4-44 Trophy Trial was run in fine weather last week-end. Some rain had fallen during the previous week, but on Sunday the fifty-mile course was reasonably dry. Over fifty competitors started from Ilkley, in Yorkshire, at 10.30 a.m.; all were defeated by the first observed section, Kex Beck, the most difficult of the ten included in the trial, where H. H. Cryer, in his Trident, made his way farther up the hill than any other competitor before losing marks. Snowdon Bank 2, also stopped many, although T. C. Harrison, E. Harrison and A. G. Imhof succeeded in making clean climbs.

An acceleration and braking test with a flying finish was used to decide ties, in which G. P. Mosby scored the best time. At the finish, at the Crescent Hotel, Ilkley, the following provisional results were announced:

PROVISIONAL RESULTS

4-44 Trophy: Ford 1,172 (G. P. Mosby), 4 marks lost, 24.95s special test time.

Gambles Trophy (runner-up): Harford I 1,172 (E. Harrison), 4, 26.58s.

Club Trophy (third place): Harford III 1,172 (T. C. Harrison), 9, 25.26s.

First-class awards: Trident 1,172 (H. H. Cryer), 12 marks lost; Ford 1,172 (M. Wilde), 17; Underwood 1,172 (W. Underwood), 20; Imhof Spl 1,250 s (A. G. Imhof), 20; F.H. III 1,172 (F. Harrison), 20; Clegg 1,172 (A. W. Lilley), 24.

Second-class awards: G.R.H. 1,172 (J. W. Fleetwood), 24; Ford 1,172 (P. Clegg), 25; Wharton 1,190 (A. W. Beardshaw), 30 (25.35s test time); Austin 1,226 (J. R. Preston), 30 (26.02s); H.R.F. 1,172 (A. Richardson), 30 (27.73s); Phoenix 1,172 (P. J. Clay), 30 (29.08s).

LANCIAS AT BRAMLEY

ON Sunday last the Lancia M.C. held their Third Guildford Handicap, with driving tests at Bramley Park, near Guildford. The entry was swelled by competitors from seven invited clubs to a worthy total of 55, and was made all the more interesting, perhaps, by the number of interesting old Lambdas present.

An average speed from the start at Croydon to Bramley Park was set at 28.3 m.p.h., with three secret checks en route. N. J. Scutter, in a sports Singer, bade well to remove himself from the novice list on this section by arriving without loss of marks. The fairly short journey went well, but at Bramley Park the rain had set in and made some of the grassy slopes unnegotiable. This was a pity, but the officials responded well to the difficulty and had three amusing tests ready for the afternoon session.

The first was a free-wheeling run down a slight slope, with a reverse-as-fast-as-possible back to the start. Simple enough, of course, but the spectacle of one or two entries which did not at first want to roll at all, including J. A. Dawson's M.G., provided considerable entertainment.

Next came a reversing test through a "gate" of which the width was set after measuring the width of the car; back past an oil drum, and through a second "gate" to the finish. The last test, racing towards a "garage" and ploughing up a grass bank finally to enter the cage backwards, was worth watching and most competitors did it with accuracy.

PROVISIONAL RESULTS

Hamilton Award (Best Performance): Bentley (C. H. Whitehall). **First-class Awards:** Austin (H. O. Cormacey), Riley (E. Laker), Jaguar (A. O. R. Wood). Lancia (P. L. Pulver), Healey (W. A. Law). **Second-class Awards:** A.C. (T. C. Sanders), Austin (R. J. Randall), Hillman (D. R. Warren), Riley (F. T. G. Gibson), Aston Martin (W. B. Fowler). **Novices' Award:** Ford (R. Gascoigne-Pees). **Team Award:** W. A. Law, R. Gascoigne-Pees. D. E. Stout (Hillman). **Special Award** (Best Lancia M.C. member driving a Lancia): Lancia Lambda (A. O. P. Willi).

TALKING OF SPORTS CARS: No. 347

Despite a high centre of gravity, the truncated Lambda corners well, as here demonstrated at Great Auclum in 1948.

FASTEST LAMBDA?

CASE HISTORY OF A MOST VERSATILE VINTAGE ITALIAN

WHEN an architect designs a gaol he takes pains to ensure that the occupiers shall leave all stones unturned, and Lancia, in a roughly analogous spirit, fashioned his Lambda in such a way as to throw deterrent scares into anyone contemplating drastic variations on the creator's theme. To an advanced point he succeeded—witness the rarity, past and present, of visibly mongrelized Lambdas; but in the sample here emprosed, namely, CUL 636, property of Julian Jane, former competitions secretary of the Lancia club, the re-working process has been prosecuted with an audacity, and attained a scope, seldom encountered outside G.N. and Austin Seven circles.

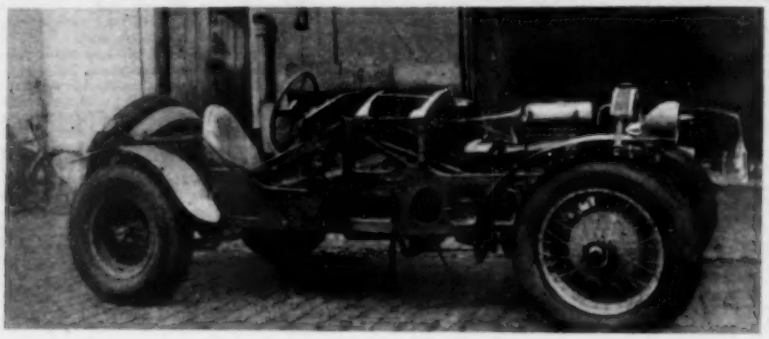
When CUL 636, comprising a 3rd Series engine (1923) in a 5th Series chassis (1925), but otherwise more or less standard, was offered for sale in 1946 for £190, Jane reached the vendor's premises about half a moustache ahead of another prospect. He was thus in no position to dicker and wrote his cheque without even trying the car. On his way out the other prospect offered him a tenner profit on an immediate re-sale. Could Jane have known (i) that the Lambda, as sold, was uncontrollable at 40 m.p.h. and upwards; and (ii) that during the next six years he would spend well over £1,000 in bringing it to its present state of performance and unsurpassed versatility, he might have done business, instead of just biting a lip rather painfully.

The causes of the early directional tantrums were easily enough diagnosed. First, the front tyres were on crooked, secondly, only four pairs of spokes per wheel were straight, the remainder being artistically cranked. These small matters being put to rights, and the fuel lines purged of the blancmange that clogged them from end to end, and the gear lever refitted in a manner enabling reverse to be engaged, serious refanglements with a view to competitions could be essayed.

The first of these consisted of cutting the chassis-body structure in half, aft of the position to be occupied by the two separate aircraft seats (tubular, magnesium alloy, ex-D.H. Rapide), hacking 2ft 1in out of it, then reuniting the halves by butt welding. This reduced the wheelbase to 8ft exactly, the car having originally been a short-wheelbase affair, 10ft 1½in between hubs.

CUL 636 was then entered, as an experiment, in the Lockhart-Bossingham trial, but proved deficient in the ground clearance department, the limiting factor being the spare wheel tray, which fell off and was not thereafter replaced. This *épreuve* also revealed that the weight distribution —60 per cent front, 40 per cent rear—was hopeless for trials, so Jane hoisted the back end by adding an extra leaf to the springs, which, together with other measures which will be described, just about reversed the front-rear distribution: 60 back, 40 front.

Next, an 8th Series axle, with the same ratio as the original one, was installed, this enabling 16in rear wheels, with 7.50in tyres, to be substituted for the normal nineteen inchers. So, two spare wheels had henceforth to be carried, and for these the owner contrived a stern mounting with a pronounced forward cant, reminiscent of a Zagato Alfa. These spares, of course, contributed to the new tail-biased weight concentration, and so in its turn did the banishment of the Autovac, intrinsically a rugged piece of apparatus and heavier still when you count the gallon of fuel it contained. Twin S.U. pumps replaced the Autovac. Further nose weight was deleted by taking off the heavy head lamps and fitting a pair of Butler pass lights instead. To save



The car, stripped of its seven-panel body cladding, as it looked in 1948 before the fitting of the big front brakes and other recent modifications.

The refashioned stern, inside which the 13-gallon tank occupies a high position.

FASTEST LAMBDA? . . . . . continued

the trouble of re-inflating tyres between trials sections, Telecontrol dampers were added, a hard setting conferring tolerable roadability even with pressures as low as 6 lb per sq in.

In the form described, CUL 636 ran in a number of trials during 1946 and '47 with moderate success, and, between whiles, served as Jane's personal transport. The crying need, however, was more power, bigger bangs.

In standard form the Lambda engine displaced 2,120 c.c., had a compression ratio of 4.5 to 1 and probably developed about 50 b.h.p.; Jane's specimen would attain 3,300 r.p.m. on top gear. In pursuance of the Lancia policy, touched on earlier, of thwarting would-be soupers-up, there was ordinarily no ready means of either increasing the compression or improving the breathing, the latter, because of the labyrinthine internal porting of the head, being of a thoroughly asthmatic order. Ingoing, the mixture traversed a prolonged and circuitous itinerary between the single aft-placed carburettor and the combustion chambers, while its exit wasn't much easier.

Jane, by a stroke of luck, learned of the existence of a special head and accompanying top-end abracadabra. This was believed to be the only one of its type in existence, two others having been destroyed in the London blitz.

Cough Cure

This head, with one short and straight inlet port each side, and also brief lateral exhaust tracts, gave immeasurably better breathing. Being shallower than standard, its valves were shorter. The original triple-diffuser Zenith carburettor was jettisoned and twin S.U.s were installed instead. With the head went a special camshaft giving a quicker but no higher lift, and having four bearings instead of three, and an improved rocker shaft. New valves were also included, in KE965 steel, and a set of lighter than standard connecting rods, made from KE805.

To make the rest of the engine worthy of all this beautiful machinery, Jane acquired an 8th Series crankshaft—which was balanced—and ground the big-end journals 3½ mm eccentric to shorten the stroke, thereby reducing the overall capacity from 2,120 to 1,997 c.c. and bringing the car into the 2-litre class. The new con-rods were 3½ mm longer than the originals. Next came a set of special Martlett pistons (flat-topped like the stock jobs, because the valve geometry didn't lend itself to convex tops), raising the compression to 6.5 to 1. The altered piston weight and the new effective crank throw necessitated, of course, re-balancing of the crankshaft.

An entirely new exhaust system, consisting of one pipe per side with a Servais silencer apiece, was added, and experiments were carried out with various diameters of balance pipe between the two carburettors, the original one having proved too small, with consequent flutter of the carburettor pistons and paltry bottom-end performance. A big-bore tube finally set that to rights. The whole of the original wiring was junked and a fresh job of electrickery effected, employing twelve separate aircraft switches, each circuit being individually switched and fused.

The regular facia was then discarded and replaced by one in ⅜in oak. In the Lambda design the facia helps to hold the car together. The old bulkhead, too, went overboard, making way for a pair of rods—lying in roughly the same plane, viewed planwise, but converging towards their front ends—fitted with midships turnbuckles. For trials these turnbuckles were slacked off, thereby deliberately giving the whole car an advanced degree of flexibility, while for speed events they were tightened up to restore rigidity. The most resilient of the several available front coil springs, 240 kg specimens, were fitted; these it is hoped to replace shortly with special 200 kg springs.

A Prescott mishap, involving an involuntary dive off the road at the Semicircle, where CUL 636 hung poised seesaw fashion on the bank and then restarted and made slowest time not only of the day but also of all eternity, broke one of the tubes forming the frontal trapezoid. While repairing this damage, Jane took the opportunity of adding 8th Series front brakes, similar to those installed at the rear at the time when the 8th Series axle was acquired. These brakes have larger drums than the earlier series (same diameter as CUL 636's rear wheel rims) and are circumferentially ribbed. The brakes were set so that rears come on first, the retarding job being shared in the proportion of 80 per cent back to 20 per cent front.

What with incessant motoring of a routine nature and countless competitions, the Lancia knocked up 100,000 miles between its change of hands in '46 and 1950. (No, no unbidden noughts have crept into that mileage figure, nor have I forgotten petrol rationing.) Then the engine blew up in a really big way; a piston flew into twelve pieces, causing a con-rod to break into three. On its way out, the rod poked a hole in its neighbouring wet liner, this, in the Lancia fashion, being undetachable from the block. In the course of *that* rebuild new taper tubular rods of Bugatti-like form were made up by Laystall and fitted.

The renascent CUL 636, geared at 4.16 to 1 on top, in conjunction with the 7.50 by 16in rear tyres, proved capable of turning at 4,800 r.p.m. in high, mathematically equivalent to 98 m.p.h., although on Dunlop's reckoning, making an appropriate subtraction for spin and a larger offsetting addition for tyre throw, the true maximum was nearer 105. The car could, moreover, be cruised indefinitely at 70 to 75 per, as against 50-ish in 1946 form, but fuel consumption had soared from 36 m.p.g. on long runs to about 18. In the gears, 6,000 r.p.m. would come up. More recently, the axle ratio has been changed to 4.55, but the maximum is still better than 90.

Not unexpectedly, the greatly increased r.p.m. range brought problems in its train. The water pump, for instance, hurtling round at speeds never dreamed of in the designer's philosophy, forced water out of the header tank, a cure being effected by grinding a lump of land off each vane. Then, in consequence of the much-heightened compression, gaskets started blowing, so Jane fitted an additional welt at the top of each bore, with good results. Next, the oil pump pumped too fast, calling for a reduction in pressure, a restriction of the feed to the o.h. gear, and the addition of a ⅜in bore external return pipe; this line leads back to the gears driving the camshaft and water pump, and so serves a dual purpose.

Titivation

Other non-standard features are a Lucas sports coil (in place of magneto ignition), an oil cooler (adapted from one off a Spitfire), which is carried during the summer months only, and a new position for the battery, behind the rear axle (to aid the trialswise weight distribution) and to port of the differential; opposite the battery is a tray for carrying ballast, if ever needed. The present body cladding material is 22-gauge aluminium, with the exception of the bonnet, which is in 18-gauge aluminium; the original cladding having been all 18-gauge, this helps to bring total weight down to its current 15 cwt, a reduction of nearly a quarter of a ton. The whole of the cladding, formed in seven panels, can be taken off in less than an hour.

The story of CUL 636's competition career would make a separate chronicle in its own right. In all, Jane thinks, the car must have run in well over 200 events, including speed hill-climbs, driving tests, mudplugging trials galore, straight sprints, circuit races at Goodwood and on the short Silverstone course, and others that I shall remember when this prose has gone to press. In 1949 alone the Lambda won 23 awards, including the Vintage club's coveted Lycett Trophy for the best aggregate performance of the season. In a 1948 Windmill climb it made fourth fastest time, beating, *inter alia*, Raymond Way's ultra-light 328 B.M.W.

D. M.

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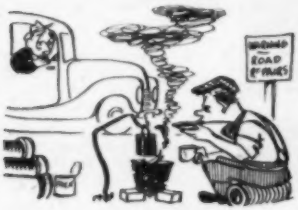
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Tea

IT is becoming remarkably difficult to get a cup of tea on some roads. On a journey the other day I began to look for a pot of tea at 3.30 p.m., and, although I was on a main road, I did not locate one until an hour had passed, and with it forty miles. I suppose the shortage of the fragrant leaf is to blame, but what a pity it is. The one thing the English do well is make a pot of tea, and we are being deprived



One thing the English do well.

of displaying even that accomplishment. In a well-ordered world, it seems to me that the availability of tea would be equal to the availability of beer after six o'clock, which seems more than ample. (Bitter because deprived of tea, I point out that it is easier to serve a bottle of beer than brew a cupper.)

✦ ✦ ✦

Facile

NORMALLY my car satisfies me in every way, as readers of this column have no doubt gathered, but fourteen days with a bigger one having different characteristics gave an interesting result. I put the big car away at night and drove my own smaller one the next morning.

At such a change-over I take particular care. I sat in the old familiar seat and, for the first time, realized that the springs had sagged quite a bit. Then I felt with my feet for the controls. The throttle pedal seemed a bit cramped, my admittedly large shoe touching the side of the car on one side and the brake pedal on the other. The travel of the brake pedal seemed very short and to lack leverage, and the clutch action was so light that I wondered what had happened to the springs. As I drove away the engine seemed insufficiently powerful and the steering, which I had suspected of being less light than it had been originally, seemed featherweight.

All these impressions had disappeared in twenty miles, when I turned to my passenger and said, "You know, much as I liked the So-and-so, I'll take this car every time." And there, I feel, are the reasons for much unthinking criticism of cars which arises as the result of a five-mile run, and an indication of the importance of a critic not having any means of getting preconceived notions. The car critic should be driver of all and owner of none, I suppose.

✦ ✦ ✦

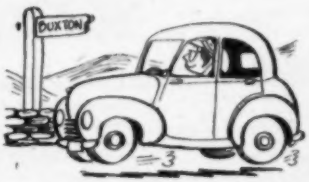
The Link

FOR those who must make their way north from the south of England but well west of London the route Oxford - Banbury - Warwick - Kenilworth-Stonebridge-Lichfield and Sudbury is to be recommended, as it cuts out a great deal of industrial area and traffic. The map leads one to doubt whether it is adequately signposted, but, in fact, it is perfect in this respect. Although I do not know it by heart, I have never lost my way in either direction. I believe, however, that the drivers of heavy vehicles are getting to know the route, for the last time I used it the "heavy" population seemed to have increased. Beyond a certain point such an increase would be a pity, for some of the links in this north-south section are not very wide, nor strong enough to stand up to the passage of the biggest vehicles for very long.

✦ ✦ ✦

High Road

BETWEEN Ashbourne and Buxton the road over the moors—A53—seems to be for ever leaping onward. At this time of the year it frequently does so from one snowdrift to the other, and I find it very fascinating



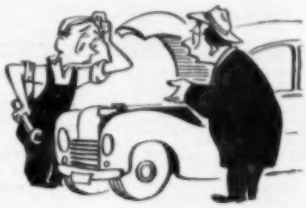
Leaping onward

along here when the snow has melted to the extent that the fields are green, but each wall has a band of snow on its northern side. When that happens the whole of the surrounding area is marked out in a chequer-pattern of great charm, like the curtains of a cottage kitchen, and the southerner is left to shiver into his overcoat and to realize that the weather changes quite a lot even within the small confines of England. If you are on the way to Manchester the Buxton-Stockport section of A6 is to be recommended. It climbs good and high over the top of the hills just after Buxton, and it is wide and straight for many miles into Manchester, so that you arrive safely in the Piccadilly of the northern city without the craning business as you seek the street names and the well-nigh hopeless attempt to follow a street plan.

✦ ✦ ✦

Direct Injection

"WHAT about direct injection?" was the question I fired at a well-known German two-stroke designer recently, knowing that the Germans were in the lead in this particular subject. Herr Doktor shook his head and spread his hands. "For diesels, yes," he answered. "For petrol . . . well, you can get a direct injection pump for so many deutschmarks as an extra on the Goliath or the Gutbrod. But it is necessary to go 40,000 kilometres before you have saved that amount of money, and in the meantime there is the complication



Competent to deal with it.

of the device and the precision of its manufacture. Also the lack of service stations that are competent to deal with it. A friend of mine had a failure the other day with his injector pump. He was just outside Hamburg, and he had to go all the way to Stuttgart to get it mended."

There is a moral here. Criticism is often made of manufacturers for not introducing on their cars a device that is known to be in existence and that is proved excellent. Of what use, if service facilities do not exist?

✦ ✦ ✦

Puzzle Corner

LOOKING in my diary I find the prominent entry 5,938 miles, ringed round and obviously of some importance. The trouble is I can't recall what it is there for, nor what mileage it represents. It has no connection with my car mileages, and I am not contemplating a trip of that length. Very worrying.

D

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE.
LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Summer delights to come: Cockley Beck Bridge, near the source of the Duddon in the Lake District.

CORRESPONDENCE

OVER-NIGHT STREET PARKING

Reservations Made by One Insurance Company

[64056.]—In reply to your correspondent [64043], I would advise him that when a motor insurance is effected, it is usual for the normal place of garage to be declared. If this place is in the open, then so far as my company is concerned, we should exclude theft of accessories and tools, and suchlike, unless stolen with the car, and we should make a small additional charge.

However, if the cover was comprehensive, we should also exclude frost damage.

The declaration with regard to the parking of cars whilst out of use is, in my view, promissory, and any arrangements which involved keeping the vehicle in the open because no garage is available should be notified to the owner's insurers except, of course, for the odd occasion. C. C.

Bromley, Kent.

Promise to Pay Never Broken?

[64057.]—"J. H. M.'s" letter [64043] interests me considerably and perhaps, too, many other motorists. Has he, or any other motorist to his knowledge, suffered a repudiation by any British insurance company for loss of or damage to his or their car under the circumstances he mentions?

The "promise to pay" of British insurance companies is known the world over and accepted. Unless there was evidence of deliberate and calculated exposure of an insured's car to risk of loss or damage by theft, whether by night or day, I very much doubt if any British insurance company would repudiate liability—I have never known it happen in 20-odd years handling of (*inter alia*) motor claims.

Of course, it might well be that an insurer, on being told the insured habitually parked his car during the night in some street or other, would feel this to be an abnormal risk which he might not be prepared to take, or to take only on special terms, such as the insured bearing a substantial excess—in which event I shrewdly suspect the insured would at once set about finding himself garage accommodation.

In conclusion, may I humbly remind all who are motorists that it is very much in our own interests to protect our vehicles from loss or damage under any circumstances, because premium rates are closely related to claims payments. Here, rather belatedly perhaps, is a plea that as well as for the purpose of keeping premiums down as for helping in the national economy of steel, we ought all to use a recommended anti-freeze in wintertime and thus cut out all these unnecessary cylinder block and radiator damage incidents. J. S. T.

Llandaff, Cardiff.

A FOR ANDORRA

And C for Scalding Springs

[64058.]—I note a point mentioned in Michael Collier's "The Veleta Vanquished" (*The Autocar*, February 29). He wonders about the significance of the final "a" in Andorran number plates. I asked about this last summer while in Andorra, and was told it was to prevent car smuggling. The numbers had originally been "And" and a number, then they were all called in to have a little "a" (for Andorra!) added. I have no idea how effective this measure may have been.

May I reopen a previous correspondence? The town of Escaldes, almost a continuation of the town of Andorra, most certainly has hot springs. They are piped straight into hotels and suchlike, and are indeed hot, as I discovered on being almost "scalded" when absent-mindedly expecting cold water out of the tap marked "C." MARY DAWSON.

Airdrie, Lanarkshire.

RACING EXHAUSTS

Disadvantages of Stubs

[64059.]—I was very interested, in your issue of February 22, to see the illustrated description of the very fine-looking and most promising 1952 H.W.M.

The one blot on the landscape, so to speak, is the horrible little row of stub exhausts. Undoubtedly this system saves some weight, makes for a clean line for the rest of the bodywork and there is nothing to work loose. There is no chance of the driver's feet getting roasted from an inside pipe or arm burnt from a high outside one. The "flank" tank is clear of obstruction. In fact, the advantages seem overwhelming.

There are, however, two disadvantages which seem to me to be rather serious and on which expert comment would be most interesting.

I have owned several sports cars and done a little motor cycle racing in the dim and distant past; careful attention to the efficiency of the exhaust system was always found to be essential for maximum performance. Stub exhausts were given up on motor cycles before 1914, if I remember correctly, and I am told that the modern type extractor exhaust is looked upon as essential on modern racing machines.

Surely the problem must be receiving attention from the

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SHELL announce a

Day and night, on the road and in the garage—regardless of your car's make, newness or age—moisture from combustion forms on the cylinder walls of your engine and combines with acidic combustion gases to form corrosive acids. *This causes gnawing acid action, the main cause of engine wear . . .*

THE FIRST OIL TO *FIGHT ACID ACTION!* FOR YEARS scientists have studied the effects of corrosive or "acid" action in engines. Unsuspected by you this menace is daily robbing your engine of performance and **shortening your car's life.**

BUT NOW! . . . Shell offer motorists Shell X-100 Motor Oil, the first oil to **fight acid action!**

THIS IS THE COMPLETE STORY. Formerly, it was believed that friction was the cause of nearly all wear in car engines. But now it is known that the real cause is not friction but ACID ACTION—harmful acids, caused through incomplete combustion, which silently gnaw into the metal surfaces of working parts, shorten engine life and are the main cause of excessive cylinder, piston and piston ring wear. **Shell X-100 Motor Oil FIGHTS ACID ACTION, the main cause of engine wear, and protects your engine to an extent that has never been done before.**

12 years of research. At Shell's Research Centre at Thornton, Cheshire—Britain's biggest—and at Shell Research Centres in other countries, scientists worked for 12 years to develop Shell X-100 Motor Oil. Intensive laboratory and bench tests were combined with 2½ million miles of gruelling road tests to produce this remarkable new oil that means **better** motoring for every motorist!

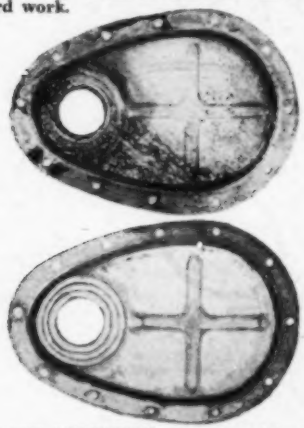
SHELL X-100 MOTOR OIL

brand-new Motor Oil!

Prolongs your engine's life. Shell X-100 is an additive oil, *i.e.*, a highly refined oil containing brand-new additives (additives are chemical substances which fortify and improve the mineral oil) made by Shell here in Britain. It **prolongs your engine's life** in 3 ways . . .

1 Shell X-100 Motor Oil keeps your engine clean. Shell X-100 Motor Oil contains cleansing and dispersive additives which wash away carbon particles and other harmful products from the working surfaces before they can build up into deposits which interfere with lubrication. These waste products are dispersed and **held harmlessly in suspension** throughout the oil in the form of minute particles until completely removed at the next oil change. This eliminates a frequent cause of wear and mechanical breakdown.

2 Shell X-100 Motor Oil is stable— resists oxidation caused by high engine temperatures. The higher pressures and temperatures of modern engines tend to "oxidise" the oil more rapidly—a cause of sludge. Shell X-100 contains an anti-oxidant additive giving it additional strength to resist deterioration under all conditions of load and temperature. **Shell X-100 revels in really hard work.**



SEE THE DIFFERENCE! These two timing cases were taken from engines after test runs similar in all respects except that different lubricants were used—a high-grade pure mineral oil (above) *and Shell X-100 Motor Oil. The extra stability of Shell X-100 Motor Oil, together with its detergent properties, have prevented the deposition of sludge. Furthermore, Shell X-100 has protected the metal against rusting.*

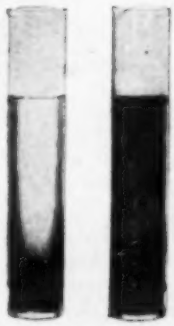
3 Shell X-100 Motor Oil fights acid action—main cause of engine wear. Because of a unique additive, made by Shell in Britain, Shell X-100 Motor Oil not only **neutralises** harmful combustion acids but spreads rapidly over metal surfaces forming a tough, tenacious oil film — a two-fold protection against engine wear. This film **always** stays put, not only during the crucial period for starting from "cold" but even while your car is in the garage—times when the acids can easily attack the surfaces of cylinders, pistons and other engine parts if left unprotected. For **you,** this means **better** motoring—maximum engine performance over a longer period with the engine life of your car considerably extended!

Why does Shell X-100 quickly turn black?

Shell X-100 Motor Oil becomes noticeably darker during use. This is a sign that the oil is doing its job properly. The dispersive additive is dispersing the carbon, soot and other impurities caused by combustion — holding them harmlessly suspended so that they cannot settle on engine surfaces. In fact, the darker the oil, the cleaner the engine!

SHELL X-100 MOTOR OIL is available in these four grades, which correspond to old grades as follows:—

OLD BRAND	NEW SHELL X-100 MOTOR OIL EQUIVALENT
Single Shell (SAE. 20)	Shell X-100 SAE. 20/20W
Double Shell (SAE. 30)	Shell X-100 SAE. 30
Triple Shell (SAE. 40)	Shell X-100 SAE. 40
Golden Shell (SAE. 50)	Shell X-100 SAE. 50



These test tubes show used oil after 50-hour runs in an engine and subsequent centrifuging. Note how with a pure mineral oil (left) the sludge forms a deposit at the bottom whilst with Shell X-100 Motor Oil no deposits are formed because the sludge particles are kept in suspension in the oil.

fights acid action-
main cause of engine wear

YOUR GARAGE WILL TELL YOU WHY

MOTOR HOW YOU WILL...

Mr. Mercury will give you more miles per gallon!

You see some pretty queer jobs on the roads these days—whether they're old crocks or the latest creations. But, veterans or advance guards, they've got one thing in common. Their engines will be all the better for having National Benzole Mixture in the tank. 'National' is the tonic that every road vehicle is waiting for. It's been a long, long wait. Let's hope that the return of 'National' may be any moment now.

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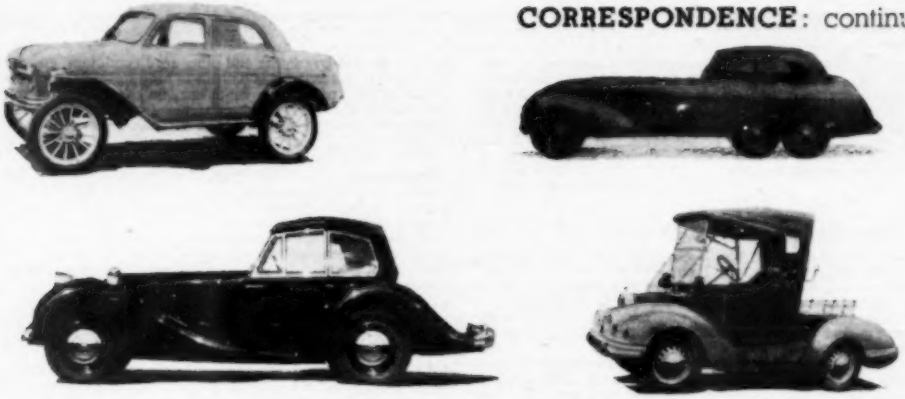
National Benzole Company Limited, Wellington House, Buckingham Gate, London, S.W.1

(The distributing organisation owned and entirely controlled by the producers of British Benzole)

CORRESPONDENCE: continued



Styling: A reader's efforts with scissors and paste (letter 64060).

designers of modern racing cars—but I have never seen mention of it or how it is dealt with.

Secondly, what about the stream of oil which is likely to creep down the side of the body and "lubricate" the driver in most unpleasant fashion, to say nothing of fumes and smoke swirling round the cockpit!

I have sat for many hours behind reeking stub exhausts in a single-seater aircraft of the open cockpit variety and see no reason why the same nauseating result would not occur, to say nothing of the deafening noise; a combination guaranteed to produce a stupefying and exhausting effect in a comparatively short time.

I am probably very antiquated in my ideas, but I have always been very interested in the subject and have made many very satisfactory conversions on my own cars and am consequently most interested to know how it is being tackled—or isn't it?

Horam, Sussex. C. T. FREEMAN.

[The article on page 188 (February 15) explained that exhaust pipe "resonance" operated over too small a range to be of use in car design.—ED.]

DOODLE-DESIGN

Styling with Scissors and Paste Pot

[64060.]—Enclosed are some doodles with paste, scissors, and *The Autocar*, which may amuse readers to see—the result of a demented half-hour of seeing the same models year after year getting more the same.

The possibilities are quite endless; you could recommend it as a new game for your readers. FELIX KELLY.

London, S.W.7.

FORMULA 2

Uncertainty for the Present Builders

[64061.]—A great deal has been written lately for and against the new formula 1 and the desirability or otherwise of the existing tendency to run major races to the present formula 2 rules.

I am, however, disappointed to find that apparently no one cares whether or not there will be a formula 2 when the 2.5-litre rules come into force. This is surprising in view of the fact that this class has proved to be by far the most satisfactory from the private owner's point of view, representing the "middle class" of motor racing. Few private owners can aspire to win a first-class Grand Prix against factory-run (or backed) opposition, and I submit that it is erroneous to suppose, as apparently many people do, that 2.5 litres unblown will make it all much cheaper for everybody and, therefore, that the private owners can give Ferraris, Alfas, Mercedes and what-have-you a run for their money.

I would suggest that a car selling for £10,000 will probably be faster and more successful than a car selling for £2,000, *no matter what the formula;* and I therefore feel that we are mistaken in mentally writing off formula 2 in two years' time.

A decision should be reached as soon as possible as to what formula 2 (if any) is wanted (1,500 c.c. or 1,100 c.c. unsupercharged, for instance), and steps taken to see that our preferences are taken into account by the F.I.A.

It is not easy, to say the least, for small firms engaged in making formula 2 racing cars for private sale if they don't know what the formula will be in two years' time, or even if there will be such a formula at all! RODNEY CLARKE,

Send, Surrey. Connaught Engineering.

HOME HEATERS

An Improvement Suggested

[64062.]—I was interested in the letter [64033] on a home-made heater using hot air collected from the upper part of the radiator, as I made a similar heater for my two-seater Morris. Having installed it I was given the tip by a garage proprietor friend that this could be made much more efficient by introducing a baffle in the collecting-box about one-third of the way along and then fixing a smaller, shallow tray on the other side of the radiator extending about two-thirds of the length of the collecting box.

The result of this improvement is that cold air enters at one end of the collecting box only, is partially warmed on the way through and then, being unable to pass the baffle, returns through the radiator, passes the baffle, and then returns once more through the radiator into the collecting box and out of the outlet. The air is therefore warmed three times before passing along the pipe into the car. It is possible to obtain flexible metal tubing about 2in in diameter, which can be soldered into the collecting box and then taken through the bulkhead.

Thatcham, Newbury. C. R. CHAPLIN.

CARS UNDER COVENANT

A Challenge Taken Up

[64063.]—I have read with interest the letter of Mr. L. Lavel [64032], and if this gentleman would like to contact me I should be very pleased to offer him several vehicles at their original list price, plus original purchase tax, plus 10 per cent.

Norwich. S. J. BOSHIER.

[Letters will be forwarded!—ED.]

"We're Being Got At . . ."

[64064.]—May I be allowed to congratulate Mr. L. Lavel [64032] on producing quite the prettiest whimsical conceit for many years? The B.M.T.A., which operates the Covenant scheme, is composed of the manufacturing, distributing and retail sections of the motor trade.

So it follows that the manufacturers and distributors are organizing and sharing the expense of a delightful method designed to benefit the members of the retail trade only. The judges who have upheld the Covenant in the courts are no doubt cowed by the bold brigands of the retail trade. Government approval of the scheme has been obtained by a well-organized fifth column of retailers financed by Red gold.

Having perfected this piece of underground plotting it is understood that the retail motor trade now propose to use their

CORRESPONDENCE . . . . . continued

ill-gotten gains to take over the government of the country. Fortunately, most of them have a sense of humour (else they would have gone crazy years ago), so Mr. Lavel need fear no visit from their secret police, complete with rubber truncheons.

Whilst I cannot emulate the suave and credible style of Mr. Lavel, the joke is too good to be left alone, and it is hoped that space may be found for this poor contribution to the fun.

Sidmouth, Devon. A. D. LACEY.

L. A. Hills (Sidmouth), Ltd.

Where Restriction is Irksome

[64065.]—Although much has been written in your columns on Covenanted new cars, may I put forward another thought?

Many owners will have taken delivery of a new car and then found that their requirements have altered since placing their order some time previously. One may take delivery of a larger car only to find that a smaller would better suit one's requirements, or vice versa.

As an example, I have a popular 2,000 c.c. model purchased last year and would now be pleased to exchange it for a 1,200-1,500 c.c. car. Equally, someone with long, hard journeys ahead might want to effect an upward exchange.

The Covenant scheme is intended to prevent abuse and in this I agree, but I feel that permission should be granted for an exchange of cars in such cases. J. ROOKE.

London, W.10.

CALIFORNIA (SUNNY)

Floods Are Ephemeral

[64066.]—In your January 25 issue you display a picture favourably comparing your snow, which will thaw, to our Beverly Hills mud, which you imply will not thaw. You furthermore allude to it as a "nightmare."

Of factual interest might be: the torrential rains were the worst in fifty years; within several days highways were easily traversible.

The first-named is an act of God, the second of man. . . .

End result? By far we prefer the brief flood to the endless raw winter's fog and snow. J. MYRON MIDDLETON, M.D.

Los Angeles, California.

NEW CAR DELIVERIES

Scepticism Over the Central Register Impracticability

[64067.]—The statement on new car deliveries (February 22) by the Society of Motor Manufacturers and Traders is completely at variance with the views of the majority of motorists in respect of the allocation of new cars. The general opinion, expressed repeatedly on all sides, is that the central register of all new car orders is the only way to tackle this problem successfully, and I challenge the S.M.M.T. to state a case why this cannot be done.

Central registers have been kept successfully in a number of industries, the best example, perhaps, being the register maintained of hire purchase transactions.

Brookmans Park, Hertfordshire. L. G. JENNINGS.

ROAD-HOLDING

The Matter of Power on Corners

[64068.]—It seems to me that most of the advantages and disadvantages of f.w.d. have been covered in the letters you have published. Although I have never owned a f.w.d. car, and do not contemplate doing so, I would like to make two comments on Mr. Bengt Lof's letter [64006].

The application of power on a corner does not necessarily mean that the car will accelerate.

Surely the performance of Mr. Raymond Sjöqvist and others on the small and large Citroens at Flaten and other ice races in Sweden indicates the capabilities of f.w.d.?

Woking, Surrey. SPORTSWAGEN.

ROUND THE BEND

The Business of Over- and Under-steer

[64069.]—In Road Tests reports it is sometimes mentioned that the car has a tendency to under- or over-steer when cornering, which improves the steering, and I should like to know if this under- or over-steering is arranged for in the design, or is it an accidental occurrence; and does it really improve the steering under all conditions? Most cars seem to require constant correction to maintain a straight course, or to steer round a bend, and are affected by camber and other road conditions, and without constant correction it is difficult to keep the right-side wheels of the modern car on the white line, on the straight or round corners, and the driving technique varies on most cars. Is the steering of the modern car as good as it can be, or is it possible to improve it? A. J. P.

Bristol.

[The possession of either over- or under-steer does not necessarily mean that the steering is improved by it, and Road Tests mention these characteristics as matters of fact. "Good" or "bad" steering is a combination of many factors, which may well include over-steer, under-steer, or neutral steering. In general, however, and for reasons stated in the article "Why Skids Are Caused" (February 29), possession of a degree of under-steer increases the stability of a car.—ED.]

GLASS DANGERS

Risks of the Accepted Remedy

[64070.]—In the event of a toughened glass windscreen suddenly becoming opaque, the general advice seems to be to push one's fist through it, yet this course creates a danger to one's eyes.

In 1937 there were letters in *The Times* on the dangers of glass fragments, one writer stating that a relative of his was in a car when the screen shattered, with the result that pieces of the glass went into her eye, and the eye had to be removed.

In a case tried at the Norwich Assizes in January, 1937, the defendant giving evidence in a collision case stated that he was badly cut about the face and had his left eye perforated; that he was blinded by blood from the eye and had to go into a nursing home to have the glass removed.

Lelant, Cornwall. J. CREWE WOOD.

O.M. CONFIRMATION

The Driver Concludes the Story

[64071.]—In your January 4 issue I noticed that in the article "Talking of Sports Cars—No. 345" a 2-litre O.M. touring car has been stated to be owned and raced by me, and I wish to correct this.

In 1930 I owned and raced a 3-litre supercharged O.M. in the official team, together with Chevalier Nando Minoia and Giulio Ramponi, in the Grand Prix of Dublin, Ireland, and in the R.A.C. Tourist Trophy of the same year in Belfast. If the writer of this article, Mr. Rolland Jerry, consults *The Autocar* of July 25, 1930, he will find the full report of these cars' participation in these races and a nice drawing showing me having an argument with the saw-dust bags on Mountjoy corners!

Chicago, U.S.A. E. M. FRONTERAS.

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USED CARS ON THE ROAD

No. 27: 1948 Morris Eight Saloon

Price, new, £358 10s 7d	Acceleration from rest through gears to 30m.p.h., 9.1 sec.	Fuel consumption range, 34-40 m.p.g.	Speedometer reading: 18,283.
Secondhand: £690	To 50 m.p.h., 32.8 sec. 20-40 m.p.h. (top gear), 19.9 sec.	Oil consumption 1,600 m.p.g.	Car first registered September, 1948.

IT may be said that the Morris Eight, and more recently the Minor, has for many years held a pre-eminent position in Britain as the most economical and yet refined small car produced at a "popular" price. It has always had the ability to cover the ground in a lively way, to hold up to four people in very reasonable comfort in relation to the size of the car, and the desirable features of reliability and low maintenance costs. As a result of these virtues it is in great demand, which has its effect on market prices. Nevertheless, it is the kind of car which, when purchased, may be expected to give the kind of service which makes an owner feel that his outlay has been well invested.

This late 1948 Series E model was provided for test purposes by the Colmore Depot, Ltd., 83, Station Street, Birmingham, 5, and in the hands of this journal it was put through its paces on all kinds of roads in the Warwickshire and Northamptonshire areas. The car was finished externally in black, with brown upholstery, trim and carpets. Very little wear was noticeable inside or out, and the standard of the chromium plating and cellulose was high.

The general performance was good. Some fairly substantial speedometer optimism—to the extent of 35 being indicated at a true 30 m.p.h., and 60 at a true 50 m.p.h.—did not affect the fact that the car would quickly get up to a genuine 50 m.p.h. and cruise happily at that speed. A reading of 70 on the speedometer was seen without the slightest sign of engine stress and without any real noise. When thoroughly hot the engine produced some fumes which filtered through into the interior, but these were slight and restricted to conditions of fairly hard driving. When the engine was hot, the oil pressure gauge read 22 lb at a tickover and 48 lb at 30 m.p.h.

The four-speed gear box worked well, playing a big part in maintaining good average speeds, and no signs of wear were apparent in the remainder of the transmission. The steering was quick, light and without excessive play, and the suspension behaved well. The Series E was usually prone to some pitching on bad road surfaces, but the spring dampers on this car worked well and the ride was smooth in general motoring. The brakes were very powerful, their only unpleasant tendency being one of slight grab at low speeds. The ideally placed hand brake lever between the front seats was entirely adequate.

The tyres were virtually new all round and a full complement of tools was stowed under the bonnet. A fog lamp was fitted as an accessory and this, and all the other lights and the instruments, worked properly. Hot or cold, the engine started promptly

No. 28: 1948 Rover 75 Saloon

Price, new: £1,106 0s. 7d.	Acceleration from rest through gears to 30m.p.h., 6.6 sec.	Fuel consumption range: 24 m.p.g. approx.	Speedometer reading: 23,245.
Secondhand: £1,475	To 50 m.p.h., 18.0 sec. To 60 m.p.h., 27.7 sec. 20-40 m.p.h. (top gear), 11.6 sec.	Oil consumption: 2,000 m.p.g.	Car first registered November, 1948.

MOTORISTS may be inclined to forget that the forerunner of the current Rover 75, in the classic Rover styling, was also known as the 75. As in the 1948 model provided for test by Hatton Motors, Ltd., 71, Broad Street, Birmingham, 15, it had an engine of 2,103 c.c. and was well known for its silence and smoothness on the road, and its all-round refinement. To those who are not pleased with the type of styling which has now become almost universal, the version of Rover now tested represents perhaps a peak in the British quality car tradition.

This car, with its black cellulose, red leather upholstery and red carpets, was impeccably turned out. The cellulose and chromium were glittering and no speck of dust or dirt was to be found. The blackened tyres had a high gloss and no real sign of wear could be found in the interior. It was one of the few cars of which the appearance deserved the often ill-used title of perfect. It started at a touch and at a tickover it was impossible to tell whether or not the engine was running.

The performance was satisfying not so much in the sense of sheer acceleration as in the ability of the car to travel at about 60 to 65 m.p.h. in a delightfully quiet, restful way and with great comfort for the occupants. It was the kind of all-round performance which enables a driver to feel fresh at the end of a really long journey. Typical of the quality of the car and of its instruments was the accuracy of the speedometer, which indicated not more than 62 at 60 m.p.h.

The steering was light and had a certain amount of free play at the steering wheel. Some movement of the road wheels could be felt, but not to an unpleasant extent. The nicely placed central gear lever was a pleasure to use because of its positive action, and the brakes worked well and were very smooth in operation. The suspension was fairly firm, which again tended to add to the pleasantly solid feel of the car rather than to provide any discomfort.. All the tyres were new and there were no rattles.

With a car of this type it is necessary to mention some of the

specific refinements not often found on the average car. The wide range included the well-known free wheel—valuable in the direction of fuel economy and clutchless gear changing—a sliding roof, a neat tool tray under the facia, a radio of excellent range and tone, a heater with adjustable output, a lever-operated driver's window, rear window blind, and a comprehensive set of instruments. There were also a petrol reserve switch, a water temperature gauge, and a light which came on if the rich mixture control was left in operation after the engine was warm. The instruments were illuminated at night under the regulation of a rheostat switch.

"THE AUTOCAR" READERS' SERVICE

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. **It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.**

Renewing Main Bearings

If my 1932 Standard Nine is allowed to pull away from low speeds in top gear a slight knock is heard which can be quietened by slight pressure on the clutch pedal. I take this to be worn main bearings. Do I have to remove the engine to renew these? The big-ends are perfectly sound. *N. F.*

Liverpool.

ALTHOUGH it may be possible to fit new main bearings, if they are of the thin wall type, without removing the engine from the frame, this method is not generally speaking very satisfactory as it will be necessary for you to measure accurately the journal diameters in the first place to see if they are round. In other words to see whether the crankshaft must be reground and, if the crankshaft has already been ground, you will need to specify the correct amount of under-size when ordering new bearings.

There is a possibility that the knocking to which you refer may be produced by a little-end bearing, although if this was the case it is difficult to imagine its being affected when the clutch pedal was pressed slightly. As the engine is fairly small you may find it possible after having removed all the accessible bits and pieces to manhandle it out of the frame without special lifting gear.

Emergency Braking

Could you please settle an argument for me? When having to stop the car in an emergency would you depress both clutch and brake pedals, or merely the brake pedal? *A. W.*

Enfield, Middlesex.

NORMALLY in such circumstances only the brake pedal would be used at first, maximum braking power being obtained with the inclusion of the retarding effect of the engine on over-run. Of course, at low speeds this effect of the engine may not be worth while.

Lubricating the Bores

On stripping the engine of my 1934 Morris Ten-four, which I bought about a year ago, I found that the holes the function of which, presumably, is to lubricate the lower walls of the cylinders, had not been drilled after re-metalling. Would this be carelessness on the part of the mechanic who did the work, or would there be any valid reason for this omission?

My original reason for stripping the engine was to attempt to discover, and if possible to eliminate, the source of a slight but persistent tapping noise at idling speed. Would this be owing to worn little-end bearings? Oddly enough, oil consumption has been quite light, so I would assume that the cylinder wear is small. Would it be a practical proposition to fit new pistons and rings to a partly worn cylinder? *T. P. K.*

London, S.W.1.

THE hole in each big-end bearing should be drilled as they are used to supply oil to the cylinder walls. If the cylinder bores are not badly worn it is quite permissible to fit new pistons and at the same time you could renew the little-end bearings.

Roundabout Rule

Among friends and acquaintances opinion seems to be divided as to the rule of the road at a traffic roundabout. Does one give way to traffic coming in from the left or the right? This is obviously an important point, and one on which there is considerable confusion. *J. E. S.*

Gloucester.

THERE is no priority rule at a traffic roundabout although the general attitude of drivers is that the person joining the roundabout should await his turn. A driver's actions at roundabouts should be governed by normal safety considerations, any infringement of which is already covered by the existing law.

It might also be pointed out that the assuming of priority at roundabouts tends to defeat the whole purpose of this device, which is to maintain a steady flow of traffic by skilful interleaving of vehicles.

Austin Clutch

Just recently I installed a reconditioned engine in my 1939 Austin Eight. I also put in a new clutch plate and carbon thrust pad. I have adjusted the clutch pedal as far as possible but there is still 2-3in free play. Consequently I have to push the pedal hard to the floor before the clutch is thrown out. It is impossible to change down properly. *A. E. R.*

London, E.8.

IF you had no trouble with the clutch before the reconditioned engine was fitted it seems that either the replacement parts are incorrect or that you have gone wrong in the method of assembly.

Fiat Clutch

I have recently had the engine of my Fiat 500 reconditioned. After I completed about 300 miles I experienced severe clutch slip. The engine was removed and a great deal of oil was found to be reaching the clutch linings. All joints were remade and everything checked, and the engine reassembled, only for the same trouble to occur after a further 300 miles. The engine was again removed and reassembled after checking but the same thing has occurred yet again. *R. H. E.*

Exeter.

THERE are two possible sources of oil leakage on to the clutch of your Fiat 500. There may be a chip or a crack in the housing of the rear main bearing or the short oil drainage pipe from the bearing may have been broken off or removed in error. If this drainage pipe is not in position oil quickly finds its way from the bearing into the clutch housing.

Number Plates

My curiosity about British number plates has been aroused again by recent letters in your Correspondence columns. In most other European countries they seem to have a connection with the county in which the car is registered, to the effect that each county has its own letter, number, or a combination of both. This does not seem to fit at all with British registration plates, and I should very much like to know after which system they are issued. *H. G.*

Charlottenlund, Denmark.

THE letters given on British number plates do, in fact, have a connection with the county in which the car is registered. Nearly all cars in this country now carry three letters, and it is the second two letters which belong to the county.

Home-made King Pins

I have a 1932 Singer and on checking over find that the king pins and bushes, although not in really bad condition, leave something to be desired.

I doubt if these can be replaced except by being made to order, but as I have the equipment and ability to do the necessary machining I should like to do the job myself.

My problem is knowing what type of steel to use for the pins. *J. T. B.*

Stamford, Lincolnshire.

IT is suggested that you contact the manufacturers' service department in the first instance to find out whether the genuine replacement king pins are obtainable or not. If they are unable to supply you with suitable replacements they will no doubt let you know the material from which these components were manufactured.

Worn Mains

I have a 1939 Ten and I find that oil is being thrown out from somewhere near the starting handle dog and at the back of the engine, as I find a pool of oil beneath the car after it has been standing for a short while.

Also, when the car is being driven and is labouring there is a muffled knocking from the engine. I have been told that the cause of all this is the main bearings. Is this so?

Redditch, Worcestershire. *D. W. R.*

IT is quite likely that the oil leaks are caused by worn main bearings but it is impossible to say definitely without having examined the engine.

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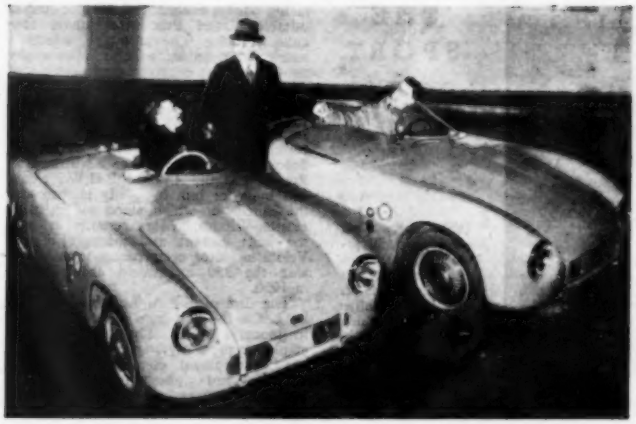

Among the entries for the 12-hour sports car race at Sebring, in Florida, U.S.A., tomorrow are these two D.B. cars, to be driven by Hobart Cook and Réné Bonnet. The latter is, of course, one of the designers of the cars, which are based on Dyna-Panhard components.

THE SPORT

by J. A. COOPER

FROM time to time earnest enthusiasts write to me, having apparently just discovered that present-day motor racing is a commercial proposition run on stringent financial lines, deploring in round terms the passing of the good old days when every driver was an amateur and starting money was unknown. This, they say, gave the ordinary mortal a far better chance of competing successfully in motor racing, and eliminated all this professional haggling which, in their opinion, is tending to mar the sport today.

This, of course, is largely nonsense and an excellent example of muddled thinking; it illustrates that the ability to extract—whether intentionally or otherwise—an entirely wrong meaning from a half-digested set of facts is not confined to politicians. In the first place, professionalism is as old as the sport, and the instinct to haggle is an inborn characteristic of most human beings; the fact merely is that it is nowadays more widespread and openly conducted. Motor racing today is an extremely expensive amusement, and there are only a handful of wealthy amateurs who can afford to carry on with it on the grand scale; for that the economic state of the world is to blame, and we won't go into that now. Even the manufacturers are unwilling to engage in any large-scale racing programme unless they can see a considerable part of their expenses covered, win or lose.

This being so, any organization desirous of promoting a major motor race is faced with the direct necessity of raising a large sum to pay out as starting money; that is, each entrant is guaranteed a certain sum provided that his car actually starts in the race. Some regulations specify that to qualify for the starting money, the car must have covered a certain number of laps before retiring—one, two, or even five—but this is not universally adopted. The amount paid varies according to the ability of the driver and the quality of the car; the top-line Grand Prix teams naturally command the highest rates of all.

THIS money must be found from somewhere, together with all the other expenses of promotion; the sum received in gate money from the spectators may not cover the total, and in any case is a variable, dependent on the weather and the rival attractions available. Therefore, the promoters try to find one or more sponsors, who will assist in taking the financial risk involved; on the Continent, the municipal authorities of the town or city concerned often bear a large part of the burden, as the publicity and increased trade are a valuable asset to the community. The national Press is another fruitful source of assistance, and one which is rapidly coming into increased prominence here.

Personally, I think all this adds up to a good thing for everyone; the drivers and entrants, because their expenses are reduced, and more of them can afford better cars in consequence; the spectators, because they see better motor races with more and better cars taking part; and the promoting organizations, few of which could put on more than a minor meeting without such assistance. And I do not think that the comparatively inexperienced and new competitor suffers from the fact that no promoter will pay him much starting money, because—broadly speaking, of course—if he starts his motor racing the right way by competing with a slower car in minor meetings he will either build up a modest reputation which will result in his being offered a reasonable sum when he obtains a faster car, or he will probably not deserve either car or race anyway. Don't shoot me down—there are exceptions to every rule.

THIS sponsorship is not confined to races; it also applies to most of the bigger rallies, and is necessary there also because of the expense of the organization. But starting money has not crept into that form of competition in any quantity, although there have been rumours lately that it is beginning to do so—that one or two of the most famous drivers have been offered starting money to compete and therefore raise the publicity value of the event, from which, of course, the sponsors will be the sole beneficiaries. This, I think, is a pity, if it is true, because rallies are open to any ordinary motorist with his normal everyday car, and the attraction of professionals cannot help reducing the normal mortal's chances of success.

The Man at the Wheel

P. FOTHERINGHAM-PARKER

Those readers who were fortunate enough to have been visitors to the races at Brooklands before the war will have no difficulty in remembering the name of Philip Fotheringham-Parker, who was a consistent and successful competitor in a wide variety of events at the famous track. In point of fact, he began his competition activities 'way back in the middle nineteen-twenties, on motor cycles; later he graduated to cars by way of a (chain-drive, naturally) Frazer-Nash, his first exploits with this machine being in and around 1928.

After the 'Nash came a number of Alvis (-vises, -ves, -vi ?), including one of the special 2-litre Silver Eagles built for the 1930 Double-Twelve; in this car, Philip achieved the unenviable distinction of joining the select band who have shot over the top of the banking at Brooklands—and he hardly hurt himself at all in the process. Incidentally, he was one of the very few to do any racing during the war, as he won a motor cycle scramble across Ceylon on an Army Matchless, and took part in some thrilling round-the-houses events in Addis Abbaba with captured Italian Alfas and Maseratis, until these races were stopped by the C.O. as being more lethal than the war.

Since the war he has driven E.R.A. and Maserati cars in most of the principal British races, and for the last three seasons has teamed up with Duncan Hamilton. In July last he won the 100-mile race at Winfield, at the wheel of the 4CL Maserati which he drove throughout the season. This year he hopes to do some formula 2 racing; of course, he also competes in rallies with verve and élan, and will share the wheel of a Hillman Minx in the Tulip with David Hampshire.

Large and cheerful, Philip was born in 1907, is married, and in between motor races acts as the managing director of an extremely old-established firm of builders and contractors. Oh, and the family stable also includes two dachshunds—you know, the low-chassis independently sprung sports models.

THE SPORT
continued

Miss Betty Haig with her Silverstone Healey before the start of the Paris-St. Raphael Rallye Feminin, in which she took fifth place and won the unlimited class.

But, of course, there are two sides to every question, and no doubt many competitors would get a lot of satisfaction out of having seen, spoken with, possibly beaten and certainly competed against some of the famous names in motor racing.

THE recent Sestrières Rally, finishing at that resort in the Italian Alps and organized by the Turin A.C., resulted in a victory for the Lancia Aurelia driven by Valenzano, which still further emphasizes the versatility of this outstanding model; what is more, similar cars filled all the places from fourth to ninth! But second and third came two of the German Porsche cars, of the latest 1,300 c.c. sports type, driven respectively by von der Muhle and von Berckheim, which put up a very strong challenge and, indeed, at one point looked like carrying off the premier awards.

Last year's winners, Villoresi and Ascari, also in an Aurelia, were well up with the leaders until a navigational error resulted in their suffering a decisive penalty. The rally was rendered extremely tough by the snow and ice, which was present in even larger quantities than last year; this year there were no British entries.

RESULTS

General Classification: 1, Lancia Aurelia (Valenzano); 2, Porsche (von der Muhle); 3, Porsche (von Berckheim); 4, Lancia Aurelia (Bertone); 5, Lancia Aurelia (Piodi).

Class Winners: 750 c.c. Fiat (Bosi); **1,500 c.c.** Porsche (von der Muhle); **2,000 c.c.** Lancia (Valenzano); **Unlimited** Ford (Leonardi).

THE smaller cars certainly scored in this year's Paris-St. Raphael ladies' rally, the winner being Mme. Simon with a 750 c.c. Renault, while second, third and fourth places were filled by a Dyna-Panhard and two more Renaults. Fifth came Betty Haig with her Silverstone Healey, which also won the unlimited class and put up the best performance in both the speed hill-climb and the speed trial on the autostrada. Nancy Mitchell was sixth with her H.R.G. and won the 1½-mile class.

Last year Mlle. de Roquefort won with Mme. Simon second; this year the positions were reversed. On the whole the conditions this year were worse than last, with a lot of ice in the early stages, but the section on the Italian side of the border had more mud than snow. Mrs. K. Hague had the misfortune to crash during the speed hill-climb, but escaped unhurt.

RESULTS

General Classification: 1, Renault (Mme. Simon), 3,185 points; 2, Dyna-Panhard (Mlle. de Roquefort), 3,148; 3, Renault (Mme. Pochon), 3,071; 4, Renault (Mme. Deforme), 2,943; 5, Healey (Miss B. Haig), 2,771; 6, H.R.G. (Mrs. N. Mitchell), 2,761.

Class Winners: 750 c.c. Renault (Mme. Simon); **1,100 c.c.** Fiat (Contessa della Chiesa); **1,500 c.c.** H.R.G. (Mrs. N. Mitchell); **2,000 c.c.** Citroen (Mme. Dubois); **unlimited.** Healey (Miss B. Haig).

A WELCOME sight at the Hagley and District L.C.C. dinner and dance last Friday evening was the appearance of Ken Rawlings, well on the way to recovery after the road accident in which he was involved some time ago through no fault of his own. Although still in plaster (complete with red warning light) and supported by two sticks (one of which was equipped with a bulb horn), Ken was in excellent form, as was evident in the speech with which he welcomed all of us.

Altogether the party, held as usual at Dudley Zoo, was quite up to the usual Hagley standards; Ron Lowe, as toastmaster, enforced a commendable degree of brevity among the speakers, and John Bolster distributed the year's awards with great gusto. The dancing and merry-making then took pride of place, and there must be more than one person present who never wants to see a water pistol again!

E.R.A. LTD. now officially announce that they are building a new racing car, which will be driven by Stirling Moss in several races later this year. This marks the beginning of a new long-term racing policy; the car will be first run in suitable Grand Prix races under formula 2 rules. The prototype, which is nearing completion, will be followed by two more cars; constructional details and the names of the remaining two drivers will be announced later. R. S. Wilkins, who has recently joined the company, will act as team manager; he will be remembered as the owner and driver in pre-war Brooklands events of a 2.3-litre Alfa Romeo and the 4.9-litre B.H.W., which was built for him by Wally Hassan and the initials of which stood for Bugatti-Hassan-Wilkins. More recently, he was the joint entrant and manager of the Velocette motor cycle racing team which won the 350 c.c. world championship in 1950.

The firm of E.R.A. Ltd. was acquired by Leslie Johnson from Humphrey Cook in January, 1948. The works at Dunstable are primarily engaged on prototype and development engineering for both aircraft and automobile industries. Rumour persistently has it that the new cars will be powered by Bristol engines; but I gather that this is not yet certain, and surprises may be in store.

THE Tour of Sicily, run last Sunday over a 670-mile road course in that island, is a race, in spite of its title; it was won by the third of the Marzotto brothers, Paolo, in a 2-litre Ferrari. Conditions were considerably worse than last year, and the speed lower; on that occasion the winner was Marzotto's elder brother Vittorio in a 2.6-litre Ferrari.

This year there were 159 starters, all of Italian nationality; the new super sports Lancia Aurelia B20 appeared in force for the first time, and filled second, third and fourth positions.

RESULT—race distance 671.1 miles.

1, Ferrari (P. Marzotto) 11h 23m 26s, 58.92 m.p.h.; 2, Lancia (Bonetto) 11h 28m 26s; 3, Lancia (Valenzano) 11h 28m 59s; 4, Lancia (Amendola) 11h 28m 54s.

THE North-West London Motor Club has now changed its name to the London Motor Club, as a result of a decision taken at its annual general meeting last month. Of recent years the appeal of this lively club has been considerably widened by the large variety of events organized, and the members can no longer be said to live largely in the

COMING SHORTLY

MARCH 14.—Sporting Owner D.C. Film show, 55, High Street, North Dunstable, Bedfordshire.

14.—United Hospitals and University of London M.C. Mechanical Theatre, University College, Gower Street, London, W.C.1, 7.30 p.m.

14.—Loughborough College M.C. Annual dinner, Empire Cinema, Loughborough, Leicestershire, 7.30 for 8 p.m.

15.—Eastern Counties M.C. Touring trial, Rendcombe, 14, Chelsworth Avenue, Ipswich, Suffolk, 2 p.m.

15-16.—Maidstone and Mid-Kent M.C. Night navigation contest.

16.—Brighton and Hove M.C. Spring Cup Trial, 296, Madeira Drive Arches, Brighton, 1 p.m.

16.—Mid-Cheshire C.C. Spring Sporting Trial, Padeswood Garage, Mold, Cheshire, 11.31 a.m.

16.—Bolton-le-Moors C.C. Bolton Rally driving tests, Bolton, Lancashire.

16.—Plymouth M.C. Anon Trophy Trial, Kingsbridge Road Inn, Wrangaton, near Brent, Devon, 11 a.m.

16.—Kentish Border C.C. J. B. Taylor Cup Trial, Mark Cross Hotel, Mark Cross, Sussex, 10.30 a.m.

16.—Harrow C.C. Moss Trophy Competition, opposite Polish War Memorial, Northolt Aerodrome, 11.30 a.m.

16.—Leicestershire C.C. Browett Trophy trial, Lee Street Car Park, Leicester, 10.30 a.m.

16.—Seven-Fifty M.C. Social meeting, Bell Hotel, Brook, near Cadnam, Hampshire, 12 noon.

19.—Aston Martin O.C. Third Winter Film Show, British Council Cinema, Hanover Street, London, W.1, 7.30 p.m.

20.—Citroen C.C. Social meeting, Gun Inn, Findon, Sussex, 7 p.m. onwards.

20.—Plessey M.C. Inauguration ball, Goddard Arms Hotel, Swindon, Wiltshire.

21.—Singer O.C. Annual dinner and dance, The Paviours Arms, London, S.W.1, 7 for 7.30 p.m.

22.—Sunbac. Colmore Trophy Car Trial, Shipston-on-Stour, 10 miles south of Stratford-on-Avon, Warwickshire, 9.30 a.m.

22.—Bentley Owners' Club. Social evening, Denbigh Arms, Lutterworth, Leicestershire, from 7.30 p.m.

22-23.—A.C. Owners' Club. Night Trial, Grove Hall, Twyford, Berkshire, 10 p.m.

23.—M.G. Car Club (N.W. Centre). Cockshoot Cup Trial, Railway Station, Llanfyllin, Montgomeryshire, 11 a.m.

23.—West Hants and Dorset C.C. Hartwell Cup Trial, Grosvenor Hotel, Swanage, Dorset, 12 noon.

23.—Morgan 4-4 Club. Map-reading rally, Oxford Airport, Kidlington, 1 p.m.

23.—Thames Estuary A.C. Anniversary Rally, Queens Hotel, Westcliff-on-Sea, Essex, 10.30 a.m.

North-west part of the metropolis. The trials and rallies which have become so well known as part of the N.W.L.M.C. programme will be continued as before, while other events are being added to the list each year with great success. Sydney Allard remains the president, and two new vice-presidents are Lt.-Col. Goldie Gardner and Stirling Moss, so all branches of the sport are well represented!

FOR the distribution of awards and film show of the Bugatti O.C. at the Welcombe Hotel, Stratford-on-Avon, on Sunday last, about 200 members and friends turned out in spite of the wet weather. After lunch, Roy Taylor had a considerable piece to say, but dealt with it expeditiously, and then called upon Mrs. Joan Gerard to make presentations on behalf of the members to Sydney Allard, Guy Warburton, Stirling Moss and Desmond Scannell to commemorate their successes in the Monte Carlo Rally. Each of them received a Bugatti radiator replica incorporating a thermometer, and a similar presentation was then made to Eric Giles in recognition of his long service to the club. Mrs. Gerard then presented the trophies and awards won during the past season.

After an interval, the Castrol racing films were shown, and were much enjoyed by the very keen audience of enthusiasts. Tea provided another opportunity for meeting old friends, and finally, as the rain ceased, there was a general exodus to admire the very fine collection of cars parked in the wide carriage drive.

THE Royal Automobile Club have now concluded an agreement with the B.R.D.C. for the organization by the latter of the 1952 British Grand Prix on the Silverstone circuit on July 19 this year. Under the ruling of the F.I.A., the title of National Grand Prix can be designated only by the automobile club controlling motor sport in each country; and this delegation to the B.R.D.C. follows Continental practice and is particularly appropriate, in view of the fact that the B.R.D.C. has now acquired the lease of the Silverstone circuit.

As pointed out by the chairman of the R.A.C. on a number of occasions, the Silverstone circuit had been operated by the R.A.C. in order to encourage motor sport after the war, but the actual agreement as to delegation will be considered annually, and thus may be varied in the future according to considerations. In view of all the financial implications, whilst the regulations necessitate a minimum length of 300 miles (500 kilometres) to comply with the F.I.A. conditions for "classic" Grand Prix racing, the question of which formula under which the British Grand Prix will be run must necessarily be left to the organizers. This knotty problem is still under consideration by the B.R.D.C.; but this race, like the May 10 Silverstone meeting, will be sponsored by the *Daily Express*.

A NEW motor racing organization has been formed to develop the circuit at Boreham, near Chelmsford, and to sponsor the race meetings held there for both cars and motor cycles. Many improvements, involving the expenditure of thousands of pounds, are being made to the circuit, which is probably potentially the fastest in Britain; the car race meetings will continue to be organized by the West Essex Car Club, the new president of which is the Hon. Gerald Lascelles. Further details will be found in Club News.

LAST Friday the Chiltern Car Club, one of the "Eight Clubs," had its annual dinner and dance at the Bull Hotel, Gerrards Cross, in Buckinghamshire, a great throng of members and guests appearing for the occasion. After an unusually good dinner Geoffrey E. Gates proposed the toast of the President, to which Viscount Curzon made an amusing response in which he described his "criminal record" of obstruction, too much noise and other motoring misdemeanours—adding that all members would now know why he had been made a J.P.!

The secretary, J. A. Stiff, proposed the toast to the visitors, and the traffic lights which had been controlling the duration of the speeches were then turned off for "Stainless Stephen's" response. This speech has become a highlight of the club's dinners, and I can record that Stephen is just as Stainless as ever.

Dancing followed, broken only by the presentation of the awards by the president's wife, Lady Curzon.

CLUB NEWS

The Lagonda Club.—It was not possible to announce the results of The Lagonda 24 immediately after the finish on March 2. This rally was run as an ambitious night navigation competition, and the results have now been issued, as follows.

Best performance: Ford Zephyr (J. A. Ambrose), 51 marks lost.

First-class awards: Under 2,000 c.c.: A.C. (S. C. Wilkinson), 84; over 2,000 c.c.: Vauxhall (P. Stark), 89. **Second-class awards:** Under 2,000 c.c.: M.G. (R. A. Hopkinson), 93; M.G. (D. Hutton), 167; Buckler (G. E. Tapp), 192. Over 2,000 c.c.: Bentley (C. Whitehall), 153; Healey (S. P. A. Freeman), 263.

Special award: Morris Minor (H. Birkett), 86. **Best Vintage car:** Bentley (S. Sedgwick), 216. **Lagonda awards:** 16-80 (A. D. Greg), 250; 4½-litre (R. Freeman Wright), 617.

70 starters. 27 non-finishers.

Blackburn Welfare M.C.—Regulations are out for the 500 c.c. race meeting on Easter Saturday, April 12, at Brough Aerodrome, Yorkshire. The course measures 1.17 miles to the lap, including a half-mile straight, two hairpin bends, a left-hand turn and two right-hand bends. Scratch and handicap races (with 7-lap heats and 10-lap final) will be organized. Other races will be run for motor cycles. Closing date for entries is March 21; these should be sent to the secretary of the meeting, J. Barker, Welfare Department, Blackburn and General Aircraft, Ltd., Brough, Yorkshire.

Liverpool M.C.—Winner of the Jeans Gold Cup Trial, run on Sunday, March 2, in fine weather before an enthusiastic crowd of spectators, was J. R. Preston, of the Lancashire and Cheshire C.C., driving an Austin 1,228 c.c., with nine marks lost. A field of 24 starters set out from the Egerton Arms, Broxton, Cheshire, at 11 a.m. to tackle a crop of observed sections in the Bickerton military training area, where the majority of spectators had gathered to see the fun. Only two competitors failed to finish the course. The results are as follows:

Jeans Gold Cup (best performance): Austin 1,228 (J. R. Preston), 9 marks lost.

Wade Challenge Cup (best in opposite class): Standard 1,776 (J. C. Wallwork) 38.

Daily Courier Cup (best performance Liverpool M.C. member, Class 1): Clegg 1,172 (A. W. Lilley), 11.

Blake Challenge Cup (best performance L.M.C. member, Class 2): Parker 3,022 (A. H. Bateson), 89.

Novice award: B.N.Spl 1,172 (J. Rayner) 58.

Team award: White Rose Team, J. R. Preston, A. W. Lilley, K. R. Bailey.

First-class awards: Trident 1,172 (H. H. Cryer), 12; Bailey 1 442 (K. R. Bailey), 15; Austin 1,172 (A. D. Alldred), 18.

Second-class awards: P.H.3 1,172 (F. Harrison), 18. **Third-class award:** Austin 1,172 (H. D Pritchard), 24.

26 entries; 2 non-starters; 2 non-finishers.

Wirral 100 M.C.—The sprint meeting for sports and racing cars, at Rhydymwyn, near Mold, Flintshire, is now a staunch annual. The half-mile circuit for this event, to be run this year on March 29, is flat and well

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surfaced. Invited clubs: Blackpool and Fylde, Liverpool, M.G. (N.W.), Sheffield and Hallamshire, Yorkshire S.C.C. (Entries close March 22; R. W. Francis, 9, Wesley Avenue, Wallasey, Cheshire.)

Berkhamsted M.C. and C.C.—It is planned to run at least one event a month during 1952. Besides the Speed Trials at Tewin Water, near Welwyn, Hertfordshire, and the Gloucester Rally at the end of July, the club will probably be busily engaged on Easter Monday in marshalling and competing in a speed trials meeting at Banbury for a mixed entry of motor cycles and cars.

The Winwood Cup Trial, on March 23—a closed event—will be mainly run over hard roads.

West Hants and Dorset C.C.—The course for the Hartwell Cup Trial will cover 30 miles, starting from the Grosvenor Hotel, Swanage, Dorset, including six observed sections and a brake test, to decide ties. The weighbridge will be in operation from 9 a.m. on Sunday, March 23, and all competitors will have their cars weighed before the start. In this connection, a new method of equalizing the chances of the ordinary car and the special has been adopted. The weight of the front and rear of the car will be separately taken. Starting with zero marks, competitors will, according to their performances on the course, be credited with marks. At the end of the event, these marks will be multiplied by the weight of the front of the car and divided by the weight of the rear of the car. (Entries close March 21: to D. S. Ship, Parkway Garages, Ltd., Sandbanks Road, Lilliput, Bournemouth.)

Monte Carlo Rally British Competitors' Club.—It was natural that this club's dinner, held at Pimms' Red House, 100, Bishopsgate, London, E.C.2, on February 29, should have been a success. With Sydney Allard, Tom Lush and Guy Warburton—the winning crew of the 1952 Rally—among the principal guests, Desmond Scannell (of Stirling Moss' crew in Sunbeam-Talbot 341, which finished in second place), and W. M. "Prix d'Honneur" Couper, the snowbound stretches of road around Le Puy and the terraced buildings of Monte Carlo could not have been spiritually closer.

Jack Kemsley, chairman of the club, thanked A. K. Stevenson of the R.S.A.C. for his assistance in the Rally; Raymond Baxter for his radio commentaries; the Commissioner of the Metropolitan Police for allowing police escorts to accompany cars through London for the first time; and asked members to send to Raymond Gough, the secretary, any suggestions they might have for the improvement of privileges and facilities offered to members.

West Essex C.C.—The Chelmsford Speed Trial will be run on March 30 at the Boreham Racing Circuit, near Chelmsford, in Essex. There will be classes for standard cars (open and closed), sports and racing cars, and the length of the timed section will be one kilometre. Invited clubs: Half-Litre, East Anglian, Herts County, Thames Estuary, Eastern Counties, N. London Enthusiasts, M.G. (Entries close March 24; to G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex.) Three race meetings will be held this year on the Boreham circuit. Scratch and handicap races, for sports cars, will be organized on May 17, under a Closed Invitation permit, a national meeting for sports and racing cars (June 14), in which a Jaguar Trophy race will be included, and in the August 2 international meeting there will be a 100-mile sports car race organized in Le Mans style, a race for formula 3 cars, and another event for *formule libre* and formula 2 racing cars, together.

IN BRIEF

Mr. Robert Craig has joined Squire Motors, Ltd, of Henley-on-Thames, the firm which at one time produced the Squire car. Mr. Craig was previously with the Rootes Group in Coventry.

A Solex carburettor service week will be held at Cossor's Motors, Ltd., Goring Way, Goring, Worthing, Sussex, from March 24-29. There will also be a technical lecture to service personnel on March 12, given by Mr. F. J. Spenser of the Solex company.

An unusual convention was arranged by the Champion Sparking Plug Co., Ltd, in Birmingham on March 6, when approximately 200 representative works managers, foremen and head mechanics were invited to see a film dealing with the ignition system and with frequent causes of ignition trouble. A second film dealt with the manufacture of the Champion sparking plug and the meeting was then opened for general discussion when a number of interesting technical points were raised.

Mr. H. Harwood, the Avon company's chief sales executive, western region, has retired after serving 33 years with the company. He started work 51 years ago in London with J. W. and T. Connolly, Ltd., as a smith and fitter of Ideal and Clinched-on carriage and motor tyres.

Following their annual custom Ernest Newton and Co., Ltd., Faraday Chemical Works, Holt Street, Birmingham, 7, the manufacturers of Notwen oils, have published a complete list of British motoring sport events for 1952. The booklet includes details on the location of circuits, and so on, and is available to readers on application to Mr. Dick Wise, Competition Manager, Notwen Oils, Birmingham, 7.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16231. Lancia Augusta
"D.L.H."—General information and experiences, also a handbook.

No. 16232. Back Numbers Required
"D.C."—Pre-1910 issues of *The Autocar*.

No. 16233. 1933 S.S.I.
"H.R.P."—All possible information and a handbook.

No. 16234. 1914 Prince Henry Vauxhall
"H.B."—Valve and magneto timing, clearances and general data.

No. 16235. 1937 Riley Nine
"R.M."—General information on the saloon model.

No. 16236. Lancia Aprilia
"R.S.McG."—All possible information and experiences.

No. 16237. 1933 Daimler Fifteen
"C.H.C."—General maintenance details and a handbook.

No. 16238. 1932 Standard Big Nine
"R.L.M."—General information and a handbook.

No. 16239. 1933-34 4½-litre Invicta
"M.H.W."—Any available information and a handbook.

No. 16240. 1935 Standard Twelve
"P.N.B."—General information and a handbook.

No. 16241. 3½-litre Bentley
"P.C."—Hints and tips on maintenance and a handbook.

No. 16242. Back Number Required
"R.S."—*The Autocar* for November 17, 1939, on sale or loan.

No. 16243. Handbooks Required
"C.J.M."—1942 10 h.p. Sunbeam-Talbot.
"J.S.P." (Denmark).—1928 Morris Twelve.
"S.C.J."—1936 9.8 h.p. B.S.A.
"J.E.C."—1936 Vauxhall Twelve-Six.
"W.W.W."—1936 1½-litre S.S. Jaguar.
"G.S.M."—1935 Lagonda Rapier; 1935-36 4½-litre Lagonda.
"A.G.M."—1928 9 h.p. Singer Bantam.
"A.M."—1938 Rover Sixteen.
"D.H.M."—1934 Riley Twelve-Six.

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'50	FORD Pilot, blk., radio, heater, 9,000 miles	£1,075
'50	SINGER 1500, en-de-green, 14,000 miles	£1,025
'49	AUSTIN 16, sun rf., blr., green, brown hide	£995
'50	TRIUMPH 2000 rdstr., champagne brown	£995
'50	MORRIS Oxford sal., dark green/fadre	£985
'50	TRIUMPH Mayflower sal., grey, 9,000 miles	£975
'49	JOWETT Javelin, green/fawn, heater	£935
'49	AUSTIN A.40, mist green, sun rf., heater	£895
'49	VAUXHALL Wyvern, black beige, radio	£855
'50	FORD Prefect sal., black, green lthr.	£825
'50	MORRIS Minor 4-str., black, 9,000 miles	£795
'47	WOLSELEY 18 de Luxe sal., blk. brown	£795
'48	STANDARD 14, sun rf., black, red hide	£795
'50	FORD 8 sal., mist green, low mileage	£695
'47	VAUXHALL 10, sun roof, blk./brown, radio	£695
'47	MORRIS 10 de Luxe, beige/brown, 1 owner	£685
'46	AUSTIN 10, sun rf., black, attractive	£675
'48	FORD Anglia, black red, 18,000 miles	£565
'47	MORRIS 8 sal., black/brown, any trial	£545

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1934 **Bentley** 3½-litre Park Ward saloon, black and blue, **£1,295.**

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'49	FORD 8 Anglia saloons, 2 from	£565
'48	HILLMAN Minx s/rf. saloon, low mlge. As new	£715
'47	AUSTIN 16 de luxe sln. Exclnt. cond. 2 from	£599
'47	AUSTIN 8 saloon, 1 owner	£579
'47	FORD Prefect saloon, reconditioned engine	£549
'47	VAUXHALL 14 sln., blr., recond. engine	£785
'47	VAUXHALL 12 de luxe sln., radio, 1 owner	£650
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'46	STANDARD 8 Drop head coupe	£439
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1950 FORD Prefect Saloon	£895	1949 AUSTIN A.70 Saloon	£1,195
1950 HILLMAN Minx Saloon	£1,045	1949 JAGUAR 3½ Mk. V Saloon	£1,995
1950 HUMBER S/Snipe Saloon	£1,775	1949 JAGUAR 2½ Mk. V Saloon	£1,895
1950 JAGUAR 3½ Mk. V Saloon	£1,995	1949 RILEY 2½ Saloon	£1,325
1950 JAGUAR XK 120 Sports	£2,395	1949 ROVER 60 Saloon	£1,425
1950 MORRIS Minor Saloon	£885	1949 STANDARD Vanguard Saloon	£995
1950 MORRIS Minor Tourer	£825	1949 WOLSELEY 6/80 Saloon	£1,125
1950 RENAULT "760" Saloon	£845	1948 AUSTIN 16 Saloon	£925
1950 ROVER 75-P.4 Saloon	£1,995	1948 HUMBER Hawk Saloon	£1,025
1950 STANDARD Vanguard Saloon	£1,125	1948 HUMBER S/Snipe Saloon	£1,195
1950 SUN/TALBOT "90" Saloon	£1,345	1948 JAGUAR 1½ S.E. Saloon	£1,145
1950 TRIUMPH Mayflower Saloon	£1,075	1948 M.G. TF 2-seater	£775
1950 TRIUMPH Renown Saloon	£1,395	1948 SUN/TALBOT 10 Tourer	£795

Also
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In addition, we have a large selection of Used Commercial Vehicles

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England's Leading Motor Agents

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MANCHESTER, 1-5 Peter Street Telephone: Blackfriars 7843
BOURNEMOUTH, The Square Telephone: Bournemouth 6314
BRISTOL, Cheltenham Road Telephone: Bristol 21326
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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

TOM GARNER, Ltd. offer:—

1951 series A.C. 2-litre saloon, grey with blue leather, 5,000 miles only, at list price (with B.M.T.A. permission).

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9205-6. [2766

1950 A.C. 5-seater tourer, perfect condition.—Gla. 0886. [2022

1949 A.C. (July) 2-litre saloon, black, red leather upholstery, in new condition throughout: £1,075.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3032

1949 A.C. sports saloon, grey/red leather upholstery, fitted radio, an immaculate motor car with a genuine factory history.—Below.

1948 A.C. saloon, green, beige hide, recent extensive factory overhaul, history available.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [2565

1948 A.C., 20,000 miles, colour black, excellent: £975.—Clayton's Cars (London), Ltd., 337 Euston Rd., London, N.W.1. Tel. Euston 5238 (5 lines). [2875

A.C. saloon, July, 1949, black, beige leather upholstery, excellent condition, several extras, one owner; taxed and insured, serviced by A.C.s. £1,285; also A.C. 1956 drop head coupe, thoroughly reliable car, taxed 1952. £525.—"Sherwood House," Worksop, Notts. Tel. Worksop 2470. [3176

ALFA-ROMEO

BARTLETT.—Alfa-Romeo finest selection available.—27a Pembridge Villas, W.11. [1306

ALFA-ROMEO 17/95 s/c 9ft w/b, d/h coupe by Castagna, one of the last of the series 1895, in first-class condition throughout, new hood, just re-sleeved, many extras; £450.—Mallalieu, 2, Cleveland Rd., Heaton Mersey, Stockport. Hea. 2434. [1739

Alfa-Romeo Cars Wanted

BARTLETT—the Alfa-Romeo specialists.—Bayswater 0523. [1312

ROWLAND SMITH'S the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd. Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0184

BEVERLEY MOTORS (proprietor, N. H. Mann), 2 Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Malden 4403. [9531

ALLARD

GORDON CARS (LONDON), Ltd.—1949 Allard 4-seater; £625.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611 [3451

CHILTERN CARS offer the following Allards for immediate delivery from stock:—

1948 (July) J2 prototype c/c, 2-litre Competition 2-seater, ex-A. G. Imhof, De Dion rear axle, full touring equipment; £745.

1948 (April) 71L 4-seater, one lady owner until October, 1951, recorded mileage 23,000; £745.

HIRE purchase, part exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [3342

BARTLETT.—Allard 1950 saloon, 10,000 miles; also 1949 drop head, 10,000 miles.—27a, Pembridge Villas, W.11. [1309

1948 Allard drop head coupe, excellent condition; £675.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [1596

ADLARDS MOTORS, Ltd., offer ex-demo and used Allard saloons and J2 2-seaters, in first-class condition.—34, Clapham High St., S.W.4. Macaulay 2431. [0564

1949 Allard 2-seater sports; £800; Mercury engine, twin carburettor, high compression head, exceptional condition throughout; supercharger optional.—Tel. Mr. Smith Museum 2361. [2750

ALLARD November 1951 black saloon with heater, as new, mileage 605, under covenant until November, 1953, B.M.T.A. consent applied for; for sale at list price, £1,712; no dealers.—Braithwaite & Co., Structural, Ltd., Brookham 2560.

ALLARD

1948 Allard 2-seater, new engine, brakes, gear box, tyres, resprayed, perfect; £750.—2, Cobham Rd., Westcliff-on-Sea. Southend-on-Sea 46488. [3599

CONNAUGHT ENGINEERING Allard specialists, offer selection of J2 competition 2-seater models for the coming season; open Saturday afternoons and for inspection, Sundays.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [3136

CAMDEN MOTORS.—Allard foursome drop head coupe, 1950, steering column gears, heater etc., definitely one of the very best we have ever seen, small mileage and condition practically as new in every detail; £945.

CAMDEN MOTORS.—Allard 4-seater open tourer, 1948, in blue with grey leather, another very low mileage model in immaculate condition; £725.

CAMDEN MOTORS.—Allard 2-seater roadster, 1946, silver grey, just overhauled and fitted new tyres, exceptional condition; £695.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [5498

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ALLARD

795 ens.—Allard, June 1948, sports 4-seater, metallic grey, fawn leather, concealed hood, specially tuned engine, very carefully used, exceptional condition, taxed; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3249

Allard Cars Wanted

BARTLETT—the Allard buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [1313

ALLARD in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2272

ALL types of Allard cars wanted.—Potter & Richards, 35, Kinnerton St., Wilton Place, Knightsbridge, S.W.1. [2614

Allard Spares and Service

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vanderbilt 2555.

ADLARDS MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.

ENDON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4031.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2 and K.2 bodies. [0467

ALVIS

BROOKLANDS.

ALVIS Distributors.—New 3-litre for demonstration.

1947—1950 Alvis 14hp cars from £1,050.

1951 Alvis 14hp sports 2-seater

1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon.

1948 Alvis 14hp coupe.

1948 Alvis 14hp saloon

1948 Alvis 14hp Tickford coupe.

1948 Alvis 14hp utility.

ALVIS cars examined and approved by Makers

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351. [9955

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (September) Alvis TA drop head coupe, 17,000 miles, a faultless example; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7676

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon; £1,295.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe; £1,195.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3452

1947 Alvis foursome drop head coupe, first reg. 12/7/47, black/red; £895.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674/5. [3154

ALVIS Speed 20, '35 saloon, perfect, offers.—Roseleigh, Dean Oak Lane, Leigh, Reigate. [1657

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1934 Alvis Speed 20 saloon, excellent condition, recent extensive overhaul, any examination; £310.—Box 7466. [2095

1938 Alvis 12/70 sports saloon, recent works engine overhaul and in excellent condition: £565.—Vanderpils (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1945

GATEHOUSE offer 1938 Alvis 12/70 tourer, black, in excellent condition; £495.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444 [2946

ALVIS Speed 25 saloon, 1937, with 1950 refinements, one owner, grey and black, red leather upholstery, excellent condition; £625.—24, Four Oaks Rd., Sutton Coldfield. Tel. Four Oaks 145. [3064

LANCASHIRE and Cheshire sales service and spares specialists.—Markers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0369

ALTON GARAGE of Paddington offer a large number of used Alvis cars of all ages and types from 1925-1940; we give our cordial assistance to all enquiries, permit any examination of the cars, and will arrange hire purchase on the easier possible terms irrespective of age.—Alton Garage, 17-19, Brook Mews North, Craven Rd., W.2. Paddington 5952. [3040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1949 (May) Alvis foursome drop head coupe, finished black with fawn leather interior, fitted heater, new hood, 16,000 miles, most attractive car; £1,195.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3580

145 ens.—Alvis, 1927, 12/50, type SD, 1,496cc super sports 2-seater, grey, red wheels, good tyres, excellent condition; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3250

ALVIS 2.362cc competition 2-seater (3.9.37), triple carburettor, wide track front axle, outside branch exhaust, good tyres, battery, taxed, fine performance and road holding, excellent appearance; £250, or exchange 1250 and cash.—Tel. Maidenhead 2715. [2576

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

WANTED—1935/4 Alvis Speed 20.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854 [7989

1949 50 Alvis; please give particulars and price.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

CASH immediately for good Alvis.—H. P. Edwards, 28, Upper High St., Epsom 9400. [5105

WANTED, 1948/49 Alvis 14 saloon; no dealers.—Robinson, 8, Woodlands Rd., Gt. Shelford, Cambs. [5145

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 850. [0697

CHARLES FOLLETT, Ltd., buy good late model cars. —16, Berkeley St., W.1. May 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Alviscar, Gold, London.

A. ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams Alvis, Coventry

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 16, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591

DISMANTLING Alvis 20, 1935 and 17hp 1936 and 1934.—Motolympia, Welshpool (Tel. Oswestry 460). [0425

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241.

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0653

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1949 Buick Roadmaster Dynaflow, portholes, fitted with all extras.

1948 model Buick 51 super, registered 1947, r.h.d., fitted seat covers.

1948 Buick convertible electrically operated throughout, heater and seat covers.

1951 Chevrolet full de luxe 2-door sedan, radio heater, seat covers, low mileage.

1949 Chevrolet 2-door full de luxe saloon, heater, choice of two.

1949 Chrysler de luxe with extras.

1948 Lincoln saloon, fitted with all extras.

1952 first registered Pontiac hydramatic drive, all extras, indistinguishable from new.

1949 Plymouth 4-door saloon de luxe, fitted with heater and seat covers.

1948 model Studebaker convertible.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 6691/3903. [2929

JOE THOMPSON (MOTORS), Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [6210

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1947 Ford V.8 (American) saloon, right-hand drive.

1947 Ford V.8 Mercury saloon, leather interior.

1948 Ford V.8 (American) saloon, right-hand drive.

1949 Ford Custom 6-seater drop head coupe.

1948 Chevrolet Fleetmaster saloon.

1949 Chevrolet Stylemaster saloon.

1949 Buick Super 8 saloon, 10,500 miles.

1947 Buick Special 8 saloon, all extras.

1948 Hudson Super 8 saloon, one owner.

1947 Mercury 6-seater drop head coupe.

1949 Mercury 6-seater drop head coupe.

1947 Oldsmobile saloon, hydramatic drive.

1947 Plymouth 6-seater saloon.

FOR details and prices of above, write, call or 'phone CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2180

AMERICAN CARS

OVERSEAS CARS, Ltd.

1949 Dodge Coronet saloon, right-hand drive, dark blue/grey cloth, 16,018 miles; £2,500 or near offer.

1947 Ford V.8 de luxe sedan, grey/grey cloth, 23,222 miles; £995.

1947 Studebaker Champion saloon, green/fawn cloth, 19,809 miles; £1,750.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [2980

American Cars Wanted

SIDNEY MARCUS, Ltd.,

BIGGEST buyers of American cars.

URGENTLY require post-war American cars.—33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1507

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers.—Wembley 6691/3903. [0347

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, beige/brown, synchromesh gears, 6 months' guarantee; £1,695.—184, Gt. Portland St., W.1. Museum 1001. [1896

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, black, serviced by makers.

103 New Bond St., London, W.1. Mayfair 8351-6. [9956

CAR MART, Ltd.

1949 Armstrong Siddeley 16hp Lancaster saloon, heater, 16,000 miles; £1,195.

1949 Armstrong Siddeley 18hp Hurricane drop head coupe, 6 months' guarantee; £1,125.

1949 Armstrong Siddeley 18hp Lancaster saloon, 6 months' guarantee; £1,125.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 5434.

RUSSELL MOTORS offer:—

1950 Armstrong Siddeley Lancaster saloon, 11,000 miles only, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [7115

B. J. HUNTER, Ltd., offer:—

1947 model Armstrong Hurricane drop head four-seater, positively unmarked; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [1158

WARWICK WRIGHT, Ltd., offer:—

1950 Armstrong Siddeley Whitley saloon, black, beige leather, radio, 10,000 miles; £1,695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2266

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe; £1,395.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe; £825.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [3455

1938 Armstrong 17hp 7-seater limousine, privately owned.—Autowork, Ltd., Winchester. Winchester 4834. [2799

1949 Armstrong Siddeley 18hp Lancaster saloon, 17,000 miles, serviced by makers, immaculate.—Tel. Wimbledon 2532. [2027

ARMSTRONG SIDDELEY 1947 Typhoon, excellent condition, one owner; price £850.—Apply, E. W. Page, The Manor, Milton Ernest, Beds. [1746

1950 Armstrong Whitley saloon, radio, heater, 5,000 miles.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2684

1939 Armstrong Siddeley 14hp saloon, recently reconditioned, perfect; £375.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. [2908

1950 Armstrong Siddeley Lancaster saloon, radio, heater, 20,000 miles, excellent condition; £1,475.—Tuersley, 95, Heworth Village, York. Tel. 4216. [3595

825 ens.—Armstrong Siddeley, September 1947, Typhoon sports saloon, black, maroon leather, manual gearchange, radio, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

175 ens.—Armstrong Siddeley, 1936, 14hp de luxe 4-door saloon, black, sliding head, blue leather, preselector; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3251

£375!—Fast and comfortable 2-door 4-seater sports saloon Armstrong 16, this vehicle is in genuine original condition, 1938 model but really looks worth £600; you must see this one; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3572

1948 (May) Armstrong Siddeley Typhoon saloon, black, brown hide, one owner, meticulously maintained and in superb and spotless condition, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [3113

A & S Limousine, 25hp, 1938, partition, forward occasionals, leather, exceptional order, black, low cost. Also

LIMOUSINES, 1938/1939, 17hp, partition, forward occasionals, black, desirable condition, economical, from £495. Seen.—

APE & SAUNDERS (100-Limousines), Providence Court, North Audley Street, Mayfair-2941. [2918

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH immediately for good Armstrong Siddeley.—H. P. Edwards, 28, Upper High St., Epsom 9400. [5105

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [5545

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—520, Euston Rd., N.W.1. Euston 1212. [0171

ARMSTRONG 17 limousine wanted, 1937-40, privately owned.—Write Mills, 46, Goldhurst Terrace, N.W.6. [3408

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8060. Seven Sisters Rd., Tottenham, N.15. [0169

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7943. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0255

ARCOT MOTORS preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

DISMANTLING 1938 14hp, also 1937, 1934/5 15hp, also 1931.—Motolympia, Welshpool. Tel. Oswestry 460. [0424

BIRMINGHAM joint distributors, spare parts from 1932.—Frank Mousley (A.S. & S.), Ltd., the Depot, Stewart St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6218 [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Croy. 7464. [1999

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN Distributors.—New 2.6-litre for demonstration.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8351-6. [9956

BIRKETT MOTORS, Ltd., offer:—

A VERY desirable 1939 2-litre Aston Martin saloon, this car is a 15/98hp long chassis model which has been meticulously maintained by an Aston Martin enthusiast and will pass any scrutiny, it has unblemished coachwork, cellulose black, with red wheels, interior in red leather and all fittings, etc., as original, 5 new Dunlop tyres plus usual twin spot lamps, etc., all plating as brand new; this car has a remarkable performance and is offered at £825; h.p. arranged and part exchange welcomed.

BIRKETT MOTORS, Ltd., 115-121, Barking Rd., E.6. Grangewood 4314. [2627

ASTON MARTIN 1939 2-litre 4-door saloon, excellent order throughout; £695.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [7452

1938 Aston Martin, 2-litre sports, 2-4 seater, excellent condition, one owner since new; open for A.A./R.A.C. inspection; apply for appointment for demonstration or inspection.—Richards Tiles Ltd., Tunstall, Stoke-on-Trent. Tel. 87215 [2945

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3 [0198

AUSTIN SEVEN

1937 Austin 7 Ruby saloon, one owner, 44,000 miles, exceptional condition.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2760

£225.—Austin 7, 1937, Standard 2-seater, 39,000, beautiful condition.—Box 7609. [3414

1937 Ruby saloon, excellent condition; £195.—4, Kennet Rd., Chilton, Didcot, Berks. [3078

1939 Austin Big 7 saloon in first-class condition throughout; £300.—Kings Motors, 1, High St., Hounslow. Tel. 5532 [2-3-53

1937 Austin 7 Ruby saloon, leather, excellent mechanically; £260.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [3507

265 ens.—Austin 7, 1938 model, Opal 2-seater, grey and black, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

195 ens.—Austin 7, 1935 (registered 1936), Ruby de luxe saloon, black, sliding head, brown leather, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3252

1938 Austin Big 7, two, very nice cars; £300 and £320.—Smith & Hunter, Ltd., 5, Kensington High St., London, W.14. Tel. Western 2512. [2820

£255 (not guineas).—1938 (August) Austin Ruby de luxe saloon, taxed and insured, in perfect condition throughout.—Great Western Motors, London, W.2. Amb. 1061. [2636

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Seven Cars Wanted

AUSTIN 7hp. in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2298

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN EIGHT

1947 Austin 8hp saloon de luxe, black, brown leather interior, excellent car throughout; £575.

WALTON-on-THAMES MOTOR Co., Ltd., Walton 200. [1177

1948 8hp 4-door sun saloon, one owner; £565.—Tanehorne, 20, Witton Row, S.W.1. Tel. Sloane 4665. [3316

1949 Austin 8 4-door de luxe saloon, engine just reconditioned, really nice car; £565.—340, King St., Hammersmith. Riv. 2837/8.

1946 Austin 8hp de luxe 4-door saloon, black, blue leather, one owner, first-class order throughout, any inspection, 3-month guarantee; £575.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2878

1947 8hp sunroof saloon, black/brown, one owner, exceptional condition; £645.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3125

£595!—1947 Austin 8 4-door de luxe saloon, excellent spotless interior beautiful chassis, carefully used and bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3579

WALTER SCOTT, Ltd., 1946 Austin 8 saloon, black, excellent condition, one owner; £545, terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri 5914. [7159

1946 8hp, one owner, 4-door sun saloon, black with brown leather, in faultless condition; £585.—Ralph & Co., Austin Dealers, 22, Conduit Place, Paddington, W.2. Paddington 8636. [3322

£475.—1941 Austin 8 saloon, black with brown hide upholstery, one owner since new, practically new condition, terms, exchanges.—G. E. Hall, Ltd., 302, King St., W.6. Riverside 2681. [1951

495 gns.—Austin 8, April 1946, 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. [3253

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

A 8 new post-war Austin 8 required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 1286 (day).

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN TEN

PALMERS MOTORS, Ltd.

1938 Austin 10 Cambridge saloon de luxe, in excellent condition; £395, exchanges and terms.—53, York St., Twickenham. Popesgrove 1092. [3295

B. J. HUNTER, Ltd., offer:—

1947 Austin 10 saloon de luxe, very carefully used; £725.

B. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [3252

LAYTONS OF OXFORD offer:—

L

£715.—1947 Austin 10hp de luxe saloon, black with brown leather, in first-class condition, both bodwork and engine, terms at 18 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [3383

GLANFIELD LAWRENCE offer:—

1947 Austin 10 saloon, black, reconditioned engine, one owner, superlative order throughout; £715.—407, High Rd., N.12. Finchley 0091. [3556

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Austin 10 saloon, black, recond. engine recently fitted.—Swiss Cottage, Finchley Rd., N.W.3. [3574

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Austin 10 saloon, an exceptional example; £725.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [3491

1940 Austin 10 de luxe saloon, black, specimen car; £595.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [9269

1939 Austin 10 saloon de luxe, a well-kept car; £395; also 1943 at £445.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3037

1946 Austin 10 saloon, black with brown leather, excellent body condition; £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-206, Cricklewood Broadway, N.W.2. Gla. 2254. [3546

1945 Austin 10 saloon, completely reconditioned; £550.—Hoskins, Ladbroke 1155. [0927

1937 Austin 10 tourer; one owner till overhauled 1951; £250.—Weinhl, Solva, Pembs. [2829

AUSTIN 10 1947 black saloon, first-class order, several extras; £725.—90-92, High St., Southend. [7182

1936 Austin 10 Sherborne 6-light de luxe saloon, reconditioned, interior perfect; £295.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [3315

1946 Austin 10, outstanding condition; £625; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [3619

1947 Austin 10 saloon, radio heater, 24,000 miles, one owner; £695.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [2956

AUSTIN TEN

1947 Austin 10 de luxe saloon, black with brown leather, superb condition, guaranteed, £675.

G. W. WILKIN, Ltd., 1, Weston Parr, Kingston-on-Thames, Kin. 2241. [2768

1934 Austin 10 de luxe saloon, mechanically very good, original paint work, a delightful car; £150.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [3316

1947 model Austin 10 saloon, engine steering, brakes completely overhauled, immaculate; £645.

HOME & OVERSEAS MOTORS, 160, Finchley Rd., N.W.3. Hampstead 0067-9. [3354

1935 Austin 10 saloon de luxe original paint work, carefully used car in exceptional mechanical condition; £265.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [3314

1939 Austin 10 de luxe saloon, excellent, guaranteed; £375, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3299

1937 Austin 10 Cambridge saloon, in superb condition; £440.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [3509

1938 Austin 10, exceptional; £380.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2313. [2825

1939 Austin 10hp saloon de luxe, blue, £420.—Vandervelli (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2441

BRUTONS, Ltd.—1935 Austin 10 Lichfield, original condition, taxed, good tyres; £250.—13-14, Queen Mews, Emperor's Gate, S.W.7. Western 1242. [2685

1937 Austin 10 saloon, very nice condition, looks as new; £375.—Queens Road Autos, 63, Queens Rd., Peckham, S.E.15. New Cross 5969. [1510

1947 Austin 10hp de luxe saloon, black, brown leather, radio, in first-class order throughout, any inspection, good tyres, 3-month guarantee; £675.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2880

WALTER SCOTT Ltd. 1937 Austin 10 Cambridge saloon black, excellent condition; £355; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [1935

1940 model Austin 10hp sun saloon, recon. engine, gear box, new springs, Rotoflex, transmission, head lining carpets, good cellulose, tyres, good reason for sale; £425 o.n.o.—Rellera, Orchard Cottage, South Holmwood, Dorking 73384. [3640

£456!—Rare and beautiful Austin 10 Cambridge de luxe saloon, magnificent original condition bodywork, magnificent leather upholstery magnificent mechanically, really magnificent is an understatement of its virtues, you must see this vehicle; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3581

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead Head High St. (Hampstead Tube), Hampstead 6041. [0920

A 8 new, post-war Austin 10 required.—88, Broadwalk Court, W.8. Tulse Hill 1286 (day). [0724

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

AUSTIN A40

CAR MART, Ltd.

1949 A40 Countryman, 16,000 miles; £985.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [3216

CAR MART, Ltd.

LONDON Distributors.

1949 Austin A40 saloon, heater, 12,000 miles; £995.

Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [3205

MONTROE MOTORS offer:—

1949 A40 4-door saloon, grey, radio, heater; £895.

1949 A40 4-door saloon, green, radio, heater; £895.

1952 (Reg.) Austin A40 saloon, 4-door, l.h.d.; £675.

1952 (Reg.) Austin A40 saloon, 4-door; £885.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [2335

B. J. HUNTER, Ltd. offer:—

1949 (December) Austin A40 saloon, low mileage; £955.—Below.

B. J. HUNTER Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [1142

H. A. SAUNDERS Ltd., offer:—

1948 Austin A40 Dorset saloon, grey with beige leather upholstery, recently fitted new engine, heater, etc.; £655.

1949 Austin A40 saloon, grey with beige upholstery, radio and heater, 10,000 miles; £995.

1950 Austin A40 saloon, green with brown upholstery, radio and heater, 1,900 miles; £1,195.

836—842, High Road, N.12. Hillside 0024. [2811

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 saloon, seal grey/blue leather, 11,000 miles; £1,095.

1950 Austin A40 saloon, dark green, brown leather, radio and heater, 6,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2275

AUSTIN A40

CHARLES RICKARDS, Ltd., offer:—

1950 (Sept.) Austin A40 Devon, beige, heater, 8,000 miles since new, one owner, faultless condition throughout; £1,075.

A £90 a good selection of genuine low mileage cars, offered with our 5 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 minutes from Marble Arch). Pad. 1820. [2763

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 Austin A40 Devon, sun roof, radio, heater, low mileage as new.—Swiss Cottage, Finchley Rd., N.W.3. [1959

1950 A40 Devon saloon, black/brown; £925; part exchange or terms.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [9610

1949 Austin A40, colour beige, in new condition throughout; £925.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3036

1950 Austin A40 saloon, black with beige upholstery, 13,000 miles; £995.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [3596

1950 Austin A40, one owner, low mileage, radio, heater, taxed year; £1,095.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [3505

A40 Dorset, first registered November, 1949, radio, heater, taxed, 21,000 miles; £975.

A40 Devon, October, 1949, heater, 25,000 miles; £895.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 4485. [3246

CENTRAL GARAGE (CROYDON) Ltd., offer: 1949 A40 perf. condition; £875.—Croydon 7464. [9429

1949 Austin A40 saloon, fawn.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [3236

1949 Austin A40 saloon, in really immaculate condition throughout, full details on request, trade enquiries welcomed.

MOTORISTS (LONDON) Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [3241

1949 Austin A40, radio, heater, 10,000 miles, one owner; £950.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [2957

1949 Austin A40, nominal mileage; £895.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [3567

1950 (late) A40, beige with heater, one owner, 7,000 miles.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [9186

1949 Austin A40 saloon, blue, one owner, heater, excellent condition; £895.—Dobsons, Ltd., Austin Agents, Staines, Middx. Tel. 801. [2943

1950 Austin A40 Countryman, small mileage.—Green & Zonis Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [3000

1550 miles, 1950 A40 Austin saloon, sun roof, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [2888

1949 (October) Austin A40 saloon, sunshine roof, grey and fawn, low mileage, immaculate; written guarantee, terms, exchanges.—H. P. Edwards, 28, Upper High St., Epsom 9400. [3110

1950 Austin A40 saloon, black, grey leather, sunshine roof, wireless and heater, one owner; 9,000 miles, as new.—Seymour & Clements, Ltd., 58, Watford Way, London Central, N.W.4. Hendon 2146. [1460

795 gns.—Austin A40, August 1949 Dorset saloon, black, fawn leather, heater, one careful owner, small mileage, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3255

Austin A40 Cars Wanted

T
H
E
CAR MART, Ltd.

AUSTIN cars.

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

LOW mileage Austin A40s, one new, wanted.—Perkins, Broad St., Wokingham, 112. [2734

A 8 new post-war Austin A40 required.—80, Rivercroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Austin A40 required; cash payment.—G. Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0951

AUSTIN A40 cars wanted.—Motorists (London), Ltd. are immediate cash buyers of A40s with 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

1937 Austin 12hp saloon, grey, brown leather, any inspection invited; £395.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [2879

1946 Austin 12 saloon, black, brown leather, nice condition, one owner; £745.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [9261

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

ACRES offer:—

1940 Austin 12 saloon, black, brown upholstery, heater, radio, taxed year, identical to '47 and '48 models, indistinguishable from new; £575.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [2959

C.M.I. CAR SALES (Pri. 6625) offer:—

1939 Austin 12 4-door saloon, black, maroon upholstery, reconditioned engine fitted, excellent condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7095

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1937 (June) Austin 12hp de luxe 4-door saloon, black, leather upholstery, usual equipment, coachwork uncracked, mechanically excellent, tyres good; £395.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9027

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition; £425.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4723/33. [5762

1946 Austin 12 de luxe saloon, 24,000 miles, in excellent condition; £725.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3544

CASS'S MOTOR MART.—1946 Austin 12 de luxe saloon, blue, 27,000 miles; exchanges; written guarantee.—5, Warren St., W.1. Euston 3523. [2549

AUSTIN 12 1946 saloon, export model, £10 tax, one owner, new battery and tyres, exceptionally good condition, taxed to end of year; £700; immediate delivery. Box 7605. [3627

AUSTIN 12/4, 1939, black, immaculate condition, blue leather, reconditioned engine, new tyres, brakes relined, licensed till December, 28 m.p.g.; £415; no dealers.—86, Exmouth Rd., South Ruislip, Middx. [3010

295 gns.—Austin 12, 1939, Ascot de luxe 4-door saloon, black, sliding head, blue leather, good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3251

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0054

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.

1948 Austin 16hp saloon, heater, 6 months' guarantee; £950.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [3205

GUY ALFREDS & Co offer:—

1949 Austin 16 saloon, superb order.—6-7, Warren St., W.1. Euston 3268. [2972

KENTISH & THOMSON, Ltd., offer:—

1948 Austin 16 saloon, one private owner, blue, brown leather, radio and heater, in exceptional condition throughout; £850.—564, Wickham Rd., Croydon, Springpark 5477. [2095

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition throughout; £925.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [8006

1949 Austin 16 saloon.—Autowork, Ltd., Winchester. Winchester 4834. [2805

1939 Austin 16, maroon/black, all good tyres, very desirable motor, bargain; £545.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [3531

HIRE car; we now have the latest model on view; demonstrations arranged; part exchanges.

PATRICK MOTORS, Ltd., 34, Paradise St., Birmingham, 1. Midland 3954. [5009

1949 Austin 16 saloon, black, brown leather interior, one owner, fitted radio; £925.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath, Bexleyheath 3591. [5466

1938 Austin 16, brown leather upholstery, one owner, splendid mechanical condition; £575.

1946 Austin 16 saloon, black with brown leather upholstery, carefully maintained; £775.

FERRARIS OF CRICKLEWOOD, Ltd., 300/320 Cricklewood Broadway, N.W.2. Gla. 2234. [1285

1948 (Oct.) Austin 16hp saloon, blue, brown leather upholstery, heater, 21,000 miles; £945.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [5015

1947 Austin 16, black, brown leather, immaculate, £795.—Hendon Central Garage, Hendon 1423-4. [9944

1948 Austin 16 saloon, low mileage; £850.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 4700. [1257

£125—Bargain, 1934 Austin 16, 7-seater, good condition.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5425

£850—1948 16hp Austin saloon, black, brown leather.—Lawton-Goodman, 56, North Audley St., W.1. Mayfair 3360. [9971

1948 Austin 16 de luxe saloon, in really immaculate condition throughout, full details on request, trade enquiries invited.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [3259

AUSTIN SIXTEEN

CENTRAL GARAGE (CROYDON), Ltd., offer: 1948 Austin 16, first registered December, 1948, in really immaculate order; £895.—Croydon 7464. [9428

£365—Austin 16 saloon, 1937, in very good condition inside and out.—Kensington 6955, or letter only to Roberts, 56a, Princes Gate Mews, S.W.7. [3519

GATEHOUSE offer 1936 Austin 16 long chassis saloon, in excellent condition throughout; £290.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. [2945

R. S. CURRIE & Co., Ltd.—1949 (March) Austin 16 saloon, green, radio and heater, 16,000 miles only, beautifully maintained by one private owner; £995.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0065. [3509

1946 (Oct.) Austin 16 saloon, sun roof, black, brown leather, a spotless car in first-class order, reconditioned engine fitted 10,000 miles ago, brakes relined, rear axle overhauled, Ace wheel discs; £750.

VICTORY GARAGE Ltd., Primrose Gardens, London, N.W.3. Tel. Primrose 2242-3. [2720

ROSE & YOUNG, Ltd., offer:—1948 Austin 16hp saloon, in outstanding condition throughout, must be seen to be appreciated, very moderate mileage; £865.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [3191

795 gns.—Austin 16, 1949, de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3256

HEARSE 1952 unregistered (4-bearer Deck), lavishly equipped, reasonable cost, illustrated brochure despatched. Below

HIRE Limousine, 4-door, 1949, partition, forward occasionals, leather, low mileage, black, carefully maintained, bargain value. Seen:—

A. LEE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [2919

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0955

HIRE cars.—Austin 1948-50 wanted, any condition.—Please state details and price to Box 7604. [5628

WANTED, Austin 16s 1948 and 1949 models.—Motourists, East Finchley Station. Tudor 2301. [0705

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

A & S Hire Car 1949/1951 Limousine required, please send full details and price. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [1857

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1950 (Nov.) Austin A70 saloon, radio, heater, 16,000 miles; £1,265.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [3204

ROSE & YOUNG, Ltd., offer:—

1951 (June) Austin A90 hardtop sports saloon, low mileage, fitted radio and heater, black with cream leather, whole car as new, B.M.T.A. permission, balance of covenant to be assigned; £1,625.—Below.

1950 Austin A90 Atlantic electric convertible, low mileage, immaculate, blue; £1,065.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [3196

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, grey with brown upholstery, 12,000 miles; £1,225.

836—842, High Rd., N.12. Hillside 0024. [2812

PHILIP RICKARDS Ltd., offer:—

1950 (June) Austin A70 saloon, black/grey, 11,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [5447

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 saloon, black, brown leather, 9,000 miles; £1,475.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2277

1949 Austin A70, 14,000 miles, grey/grey leather, perfect; £1,025.

CARR BROS., The Soho Garage, 21, Soho Sq., W.1. [5619

1951 A90 sports saloon, black, beige leather, 5,600 miles, B.M.T.A. permission.—Harrison, Oxted 463. [2702

YORKSHIREMAN requires Austin A70 or A90 saloon, 1950/1, genuine low mileage, preferably private owner.—Box 7494. [2758

1951 (Oct.) Austin A90 saloon, 1,900 miles; B.M.T.A. permission.—Hendon Central Garage, Hendon 1423-4. [2969

AUSTIN A70 sun saloon, mileage 10,000, taxed; £1,150.—Allery & Bernard, Ltd., 372, King's Rd., Chelsea, S.W.3. Tel. Fla. 7345. [2562

1950 A70 grey, brown leather, radio, twin fog and fitted mirrors, rimenbellishers, Oyler covers, Perfect; £1,175.—Vandyke 6788. [5510

AUSTIN A70 & A90

1600 miles.—1950 Austin A70 saloon, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3598. [2083

1951 (Nov.) Austin A70 Hereford shooting brake, fawn and natural wood, red leather, 6 seats, 1,000 miles; bal. of covenant to sign.

CONNAUGHT MOTORS, Ltd., 260, High Rd., Ilford. C 2701. [3559

1950 A90 convertible coupe, 15,000 miles, elec. hood, radio and heater, taxed year, in very nice order; £1,075 or near offer.

WADHAM GARAGES, Ltd., Weston-s.-Mare. Tel. 209. [3656

1950 Austin A70 Hampshire saloon, black with brown leather, radio, heater, rimbellishers, low mileage, one careful owner; £1,295.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [2861

1950 Austin A70 Hampshire saloon, finished fawn with brown leather upholstery, first registered 23.6/50; fitted Ekco radio and heater; in extremely good condition throughout.

ARTHUR MULLINER Ltd., Bridge St., Northampton. Tel. 302. [2690

ATLANTIC convertible, first registration February, 1950, immaculate showroom condition, perfect order; left Austin factory as new car this week; £1,200.—Tel. Barford (Warwickshire) 304. [2659

1950 A90 saloon, mileage 9,000, colour black with beige upholstery, radio and heater, in excellent condition, owner going abroad; for quick sale £1,350.—B. Lyons, 37, Wanlip Rd., Syston, Leicester. Tel. Syston 86886. [3359

£1041—1949 (July) Austin A70 de luxe saloon, spotless interior and exterior, fitted beautiful loose covers, heater, sun roof, etc., whole vehicle genuine and small mileage; 3 months' guarantee; hire purchase exchanges.

LAMB'S OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3573

AUSTIN A70 de luxe saloon, finished in black with grey hide upholstery, mileage only 9,400, spare unused, nice condition throughout, any trial or examination, taxed; £1,195, or £400 down, balance 18 months.—Call Mr. Elliott, Princes Head Hotel, Richmond Green, Surrey. Richmond 1572. [3555

Austin A70 and A90 Cars Wanted

THE

CAR MART, LTD.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0553

AUSTIN A70 or A90 wanted.—32, Brockham Drive, Ilford, Essex. Valentine 2088. [9450

A new post-war Austin A70 required.—23, Broadwalk Court, W.8. Tulse Hill 1286 (day). [0691

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0581

WANTED, Austin A90 convertible coupe, covenant free; no dealers.—H. Green, 22, St. Philips Rd., Cambridge. [3145

AUSTIN EIGHTEEN

1939 Austin 18hp Norfolk saloon, two owners; £560.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2464. [3535

CAMDEN MOTORS.—Austin 18hp 7-passenger limousine 1938, finished very attractively in black cellulose, with blue leather interior front and rear, face-forward occasional seats, the whole car being in first-class condition throughout, all Dunlop tyres in first-class order, first-class mechanically, fully guaranteed in writing; £695.

CAMDEN MOTORS.—Austin 18hp 7-passenger Windsor saloon 1938-9, privately owned by well-known London organisation, has had careful and very moderate use since new, stylish black finish, brown leather interior throughout in first-class order, face-forward seats, specially recommended for its economical but satisfying performance; £745.

CAMDEN MOTORS.—Austin 18 7-passenger Ivor limousine 1938, one owner since new, used privately, immaculate cellulose (black), with brown leather interior front and rear, division and face-forward seats, capacious rear boot, magnificent mechanical order; £775.

CAMDEN MOTORS.—Austin 18hp, the gem of our whole collection, 7-passenger Windsor, registered May 1939, privately owned since new and in indescribably beautiful condition, late property of country professional gentleman, speedo reading only 46,000 miles, which, in our opinion clearly indicates total amount of use involved; original and completely unblemished black finish, very elegant interior furnishings in brown hide, face-forward seats, apparently never used and even the original mats; mechanically the car can be described as superb, and, in view of the ridiculously small usage represents the finest value in its class we have ever been able to offer; £995.

CAMDEN MOTORS.—Austin 18hp 7-passenger long chassis York saloon 1937, previously privately owned, immaculate dove grey leather, with black and chrome exterior finish, in most outstanding order, face-forward seats, particularly economical engine but most satisfactory performance, fully guaranteed in writing; £575.

CAMDEN MOTORS.—Austin 18hp 7-passenger long chassis York saloon 1937, similar model to above but with brown hide interior, slightly higher mileage; £495.

CAMDEN MOTORS.—Austin 18hp 7-passenger saloon 1935, sound chassis and tyres, real leather upholstery throughout, face-forward seats, easy clean wheels, large boot, runs well, opportunity; £295.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m., Monday to Saturday. [5498

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1939 Austin 18 7-seater, black, brown leather, ideal hire car; inspection and offers invited.—Tel. East 1240, business hours. [3025

DARK blue saloon 1938, carefully driven and maintained, 47,100 miles, very remarkable condition; price £650.—Tel. London, Mal. 5559 after 7 p.m. [3391

1938 18hp Austin 7-seater limousine, 36,000 miles only, immaculate.—H. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4604 [3050

1939 Austin 18hp Ivor 7-passenger limousine, one private owner, low mileage, original exceptional condition; £975.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3546

A & S Limousines, also seven passenger saloons, selected carriages, with mechanical guarantee certificate.

LIMOUSINES, 18hp, 1937/1938/1939, partitioned, forward ward occasionals, leather, reasonable cost. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [2920

Austin Eighteen Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd. N.W.1. Euston 1212. [0976

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0524

Austin Twenty Cars Wanted

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AUSTIN TWENTY-EIGHT

A & S Limousine, Ranelagh, 1939 partition, forward occasionals, leather, magnificent condition carriage, certified mechanically, reasonable cost. Seen:—

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AUSTIN A135 & A135

BROOKLANDS.

1951 Austin Sheerline limousine black, speedometer reading 2,500.

1951 Austin Sheerline, black, radio, heater, small mileage.

103, New Bond St., London, W.1. Mayfair 8351-6. [9957

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A135 Sheerline saloon, 11,000 miles; £1,750.

1948 Austin A135 Princess saloon, 20,000 miles; £1,850.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212 [5206

B. J. HUNTER Ltd., offer:—

1950 Austin Sheerline saloon, one owner, immaculate condition; £1,495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [3197

LEX GARAGES, Ltd., offer:—

1949 (Reg. Dec. '49) Austin Sheerline saloon, black/beige leather upholstery, fitted with tailored covers, genuine total mileage 13,000, perfect condition throughout.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [3513

H. A. SAUNDERS, Ltd., offer:—

1950 Austin Sheerline saloon, black with beige upholstery, 10,000 miles; £1,945.

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1949 Austin Sheerline saloon, black, hide upholstery, radio, heater, 20,000 miles; £1,475.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3 Hampstead 4414. [3021

1949 Austin Sheerline, gunmetal, grey leather, radio, heater, mileage, 16,000, one owner.

RIPPON, Ltd., (Aus.ins purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2958. [3045

AUSTIN Sheerline A125 1949/50, approximate mileage, 15,000, excellent condition, £1,550.—Tel. Ladbroke 0015. [1989

1949 Austin Sheerline, black, perfect condition, £1,850.—Charles Cowling, Ltd., Automobile Engineers, Park St., Luton, Beds [1727

NEW Austin A125 Sheerline limousine, black, 7-passenger, 2 occasionals, division, delivery ex-stock; current list price, subject to covenant.

J. GIBBS, Ltd., Longbridge House, Bedfont, Feltham, Middlesex. Feltham 4274-5. [2857

1950 (November) Austin Sheerline, black, 11,000 miles.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3065. [2985

£1435! Austin A125 Sheerline saloon, 1949, black/fawn, radio, heater, etc., a low mileage specimen in beautiful condition, unrepeatable offer.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open (till 9 p.m. Monday to Saturday. [3495

SHEERLINE limousine with division, low mileage, one owner, immaculate, guaranteed.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 6011. [3124

1949 Austin Princess, condition as new, colour maroon, 1951 modifications, mileage 15,000, chrome radiator and rimbellishers; price, £1,850.—Box 7498. [2749

1949 Austin Sheerline, black with fawn leather, in extremely nice condition, radio, heater, taxed; £1,465.—John Trigg, Ltd., Portsmouth Rd., Esher. Esher 1234. [2106

1949 Sheerline, black, 22,000 miles, excellent condition throughout; £1,650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 8228 (5 lines). [2867

AUSTIN A125 and A135

1949 Austin Sheerline, black with grey leather, 54,000 miles, radio and heater, attractive price.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319. [3445

1949 (October) Austin Sheerline, finished silver grey; one owner since new very nice specimen; £1,475.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3562

1950 Austin Sheerline, finished black, very low mileage, absolutely immaculate, as brand new; £1,675.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3563

1950 Austin Sheerline saloon, radio, heater, colour grey, leather grey, 4 nearly new Dunlop Forts, beautifully maintained, any examination and test; £1,575.—Hearne, Manor Rd., Penn, Bucks. Penn 2118. [2743

1949 Austin Sheerline saloon, colour grey and grey leather, mileage 18,000, heater, radio, immaculate condition in every way; £1,525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead Tel. Maidenhead 5431-2. [2228

AUSTIN Sheerline, 1951, for sale, good condition, 11,000 miles, black, M.T.A. permission obtained, 11 months' covenant to run.—Tel. Waterloo 4737 to view, Pickering & Dyer, Ltd., America St., Southwark Bridge Rd., S.E.1. [3653

VANDERVELL'S offer, on behalf of the original owner, 1949 (November) Austin Sheerline, black/brown leather, fitted radio, chauffeur driven and serviced since new by ourselves; £1,325, or near offer.—815, Blackstock Hill N.W.5. Primrose 4441. [3521

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REQUIRED immediately.

MAKE your enquiries to

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ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0832

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FERRARIS OF CRICKLEWOOD, Ltd., invite you to call and inspect the new A40 Somerset saloon and the new 16hp hire car together with their selected stock of used Austin cars.

FERRARIS OF CRICKLEWOOD, Ltd., 200-230, Cricklewood Broadway, N.W.2. Gla. 2234. [8350

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Fla. 4801-3 [0976

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0626

AUSTINS wanted.—Smiths, 66, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15

ALL mode's Austin urgently required.—Corbitt & Taylor, 23, Conduit Mews, W.2. Amb. 6049. [9859

RAWLINGS BROS Ltd., 67a, Cromwell Rd., S.W.7 Frobisher 8161, are buyers all types post-war Austins. [0416

JACK OLDING, Ltd., 8-10 North Audley St., W.1. Austin retailers require cars in first-class condition Mayfair 5242. [0812

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235 [0541

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 3051 [9026

FRICKERS OF HOLLAND PARK are interested in the purchase of p st-war Austin cars in first-class condition.—Holland Park Ave. (next door to Underground). Park 5077. [3222

Austin Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

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C. G. NORMAN & Co.

AUTHORIZED Austin retailers and buyers of low-mileage Austin cars of any horse-power, service, spare parts and replacement units.—50 Vauxhall Bridge Road, London, S.W.1. Victoria 2311. [0271

THE CAR MART, Ltd.

LONDON distributors, spare parts for all model cars and trucks.

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FOR Austin spares and replacement units.—Sands Burnham, Bucks 84. [0305

FRICKERS OF HOLLAND PARK (next door to underground) for Austin Service Tel. Park 5077 [1504

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Austin spares sales and service.—209, Balham High Rd., S.W.17 [0524

AUSTIN 7 spares, 1932-38 practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [3665

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1940 Autovia (Riley) 4-door saloon, very clean; £375; terms and exchanges.—H. Ross, The Lynch Garage, Uxbridge. Uxbridge 122. [2526

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TD.

1934 3½-litre Bentley Park Ward sports saloon, black and grey, with grey leather upholstery.

1934 3½-litre Bentley Park Ward sports saloon, all black with blue leather upholstery.

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ALL cars in superb order throughout.

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OFFICIALLY appointed Bentley retailers, special retailers of H. J. Mulliner coachwork have a large selection of pre-war and post-war Bentley cars.

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THE Leading Northern Bentley Distributors.

1950 Mark VI standard steel saloon, Tudor grey with maroon leather.

1949 Mark VI standard steel saloon, Tudor grey with grey leather.

1949 Mark VI James Young 3-door, olive green with beige leather.

1948 Mark VI standard steel saloon, black with brown leather, long steering column.

1948 (Sept.) Mark VI standard steel saloon, black with brown leather, wheel spats and chrome waist band.

1947 Mark VI standard steel saloon (Nov.), black with blue leather.

1940 4¼-litre Bentley overdrive, Thrupp & Maberly 4-door saloon, black with beige leather.

1934 3½-litre Park Ward 4-door saloon, black with blue leather.

PHONE, call or write for further particulars; demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 5540 (5 lines); also at Bradford, Leeds and Sheffield. [0906

BROOKLANDS.

1949 (Dec.) Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [9959

R. F. FUGGLE, Ltd.

1950 (November) Mark VI Bentley standard steel saloon, genuine mileage 2,300, finished in lavender grey and black; £5,950.

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1695. [8323

RUSSELL MOTORS offer:—

1936 3½-litre Bentley 4-door saloon by Park Ward, grey and black.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [3367

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BENTLEY (3½- & 4¼-litre)

CAR MART, Ltd.

1950 Bentley Mark VI standard steel saloon, black with maroon leather upholstery, 13,000 miles, £5,250.

1948 Bentley Mark VI standard steel saloon, grey with blue leather upholstery, 8,000 miles, £4,500.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [5207

TOM GARNER, Ltd., offer:—

1949 Bentley 4¼-litre Mark VI standard steel saloon, black with beige leather, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [2789

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1936 4¼ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork recellulosed, altogether immaculate, £1,550.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4604. [3751

JACK OLDING OF MAYFAIR

OFFICIAL Bentley and Rolls-Royce retailers,

OFFER:

1950 Bentley Mk. VI standard saloon with division, black with beige leather.

1950 Bentley Mk. VI standard saloon, midnight blue with red leather.

1949 Bentley Mk. VI standard saloon, two shades green with beige leather.

1949 Bentley Mk. VI power-operated coupe by Park Ward, green with green leather.

1948 Bentley Mk. VI standard saloon, metallic grey with grey leather.

1947 Bentley Mk. VI special 2-door saloon by H. J. Mulliner, grey with brown leather.

1939 Bentley 4¼-litre high vision saloon by H. J. Mulliner, black with off-white leather.

1934 Bentley 3½-litre 2-str. sports, black with beige leather.

1934 Bentley 3½-litre sports saloon by A. Mulliner, black and ivory, beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242. [3373

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1947 (July) Mark VI Bentley 2-door foursome drop head coupe by Windover, colour two-toned grey, fitted with radio, heater, Trico windscreen washer and special luggage carrier, speedometer reading 56,363 miles, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1926

MASCOT MOTORS, Ltd., offer:—

1935 3½-litre Rippon sports saloon, £1,025.

1934 3½-litre Thrupp sports saloon, £1,025.

MASCOT MOTORS, Ltd., 237/243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [3378

McKINNON MOTORS, Ltd., offer:—

1938 (March) Bentley 4¼ Thrupp & Maberly semi-razor edge 4-door saloon, just arrived from coachbuilders, having been completely re-upholstered inside beige hide with carpets and roofing to tone, cellulosed black, excellent chassis and performance, new India tyres.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [2764

MACKAY'S OF HARROGATE offer:—

BENTLEY standard steel saloon, first licensed October, 1947, black, mileage 17,000, one owner, £4,000.

BENTLEY standard steel saloon, black with beige leather, 1946, extras, £4,495.

G. MACKAY & SONS, Ltd., West Park, Harrogate. Tel. 5041-2-3. [3567

SWANMORE GARAGE, Bournemouth.

1948 Bentley Mark VI standard steel saloon.

1939 Bentley 4¼ M.R. series overdrive Park Ward saloon, recent Bentley overhaul.

1938 Bentley 4¼ L.S. chassis 2-door high vision H. J. Mulliner saloon.

1937 Bentley 4¼ saloon, S.M. spare, two owners only.

1937 Bentley 4¼ Gurney Nutting streamlined saloon.

1936 Bentley 3½ Park Ward Mayfair saloon.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [2766

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1935 Bentley 3½-litre chassis, fitted with post-war utility body; full chassis, engine and coachwork rebuild recently completed at cost of £750; price £1,450.

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1949 Bentley Mark VI James Young 2-door sports saloon, 26,000 miles, Bentley maintained, a superb and faultless motor car; £4,850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3490

LARGE stock of 3½-4¼ Bentley cars for disposal.

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BENTLEY (3½- & 4¼-litre)

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LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067

MANN EGERTON & CO., Ltd., offer:

1950 Bentley Mk. VI steel saloon, finished two shades grey with grey hide upholstery, radio, heater and sunroof, immaculate throughout, 17,000 miles, £5,500.

1949 Bentley Mk. VI drop head 4-str. coupe by Park Ward, finished in special shade of grey to order, with grey leather upholstery and grey twill head, 11,000 miles only, indistinguishable from new; £5,950.

1949 Bentley Mk. VI special 4-dr. razor-edge sports saloon by James Young, dark olive green with fawn hide upholstery, comprehensive equipment includes radio, heater, etc.; superb order throughout, 22,000 miles; £5,250.

1948 Bentley Mk. VI steel saloon, finished in steel-dust grey with grey leather upholstery to tone, maintained throughout by Bentley Distributors and in excellent condition, 37,000 miles; £4,150.

1947 Bentley Mk. VI steel saloon, finished black with fine red and silver lines, fawn hide upholstery, modifications carried out, 54,000 miles, regularly serviced; £3,500.

14 Berkeley St., London, W.1. Regent 2073. [5038

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

BENTLEY Mark VI standard steel saloon, registered 1947, finished black, brown hide, 1949 modifications, Bentley maintained, immaculate condition.

BENTLEY 3½-litre E.J. Series 2-door close coupled saloon by Park Ward, first registered November, 1935, finished black, grey leather. [5166

CHARLES ROLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1950 Bentley Mk. VI standard steel saloon, two-tone grey, slate blue hide, one owner, 45,587 miles, chauffeur maintained.

1949 Bentley Mk. VI standard steel saloon, black, blue hide, 19,000 miles.

1948 Mk. VI standard steel saloon, maroon, one owner, 22,000 miles, chauffeur maintained.

1948 Bentley Mk. VI standard steel saloon, most attractively painted, maroon and black, beige hide, 57,000 miles, exceptional condition.

ALL mileages quoted on the above cars are guaranteed genuine.

18 Berkeley St., W.1. May 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [5117

1949 Bentley Mark VI 4-door saloon, black/beige, serviced by makers since new, a specimen car.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5155

1949 (May) Bentley Mark VI standard steel saloon, grey/grey, 16,000 miles, one owner, £4,500.

CHARLES ATTWOOD & SON Ltd., Official Rolls-Royce and Bentley Retailers, Wolverhampton. Tel. 20634. [7822

1934 Bentley 3½-litre saloon, ivory and black.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [5297

1936 3½-litre Park Ward saloon, in very nice order, £500 spent, bills to show, a bargain; £1,250 or near offer.

WADHAM GARAGES, Ltd., Weston-s.-Mare. Tel. 269. [5657

£1695 4¼-litre Bentley saloon, run 5,482 miles since £525 spent with makers.—Lawton-Goodman, 36, North Audley St., W.1. [2562

1937 series Bentley 4¼-litre Vanden Plas sports saloon, superb order, £1,595.—Palmer Motors, Ltd., Church St., Luton 4212. [2130

1949 Bentley, '51 modifications; £3,950.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2869

1949 Mk. VI S.S. saloon, grey, 34,000 miles, one owner, spotless condition; £4,400.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [3553

1934 Park Ward saloon, in very good condition throughout, grey, red leather; £1,150.—Brocklebank, 9, Weymouth St., W.1. Lan. 3126. [2198

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4943

1936 3½-litre Bentley, special body by Park Ward, interior entirely renovated, overhauled by H. R. Owen to the extent of £247, excellent condition; £1,350.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [3156

1948 Bentley 4¼ standard steel saloon, black, beige hide, 32,000, definitely unmarked; £5,050.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2268. [5432

1949 (October) Bentley Mark VI steel saloon, 20,600 miles, black/beige leather, one owner, chauffeur maintained, perfect; £4,500.—Wallace Heaton, Ltd., 127, New Bond St., W.1. [3649

1949 Mk VI drop head coupe by Park Ward, grey and blue with grey hide upholstery, one owner, 47,000 miles; £4,350.—Morgan, "Moorings," West End, Woking. (Tel. Chobham 46 after 7 p.m.). [4550

1937 4¼ Rolls-Bentley 4-door sports saloon by Hooper, finished in most attractive two colours of ivory and black, upholstered in black hide, fitted disc wheels, dual-tone horns, etc., recent £400 overhaul at makers; this is really a most attractive car and is in beautiful condition both inside and out, and must be seen; £1,825.—Duncan Hamilton and Co., 33, High Rd., Byfleet, Surrey. Tel. 2517. [5174

BENTLEY (3½- & 4¼-litre)

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0558

ARCHIE SIMONS & Co., Ltd.—1948 Bentley Mark VI standard steel saloon, colour grey, blue leather upholstery, radio and heater, nominal mileage, just back from makers, excellent in every way; £4,150.—94, Gt. Portland St., W.1. Lan. 1343. [4374

1936 (November) Bentley 4¼-litre chassis B76 HK Park Ward saloon in exceptional condition, recently recellulosed dual grey, light-blue leather, very good history; nearest £1,850.—Thos. Turner Son & Co., Ltd., Bingley, Yorks. Tel. 131. [2951

£10 tax.—1935 3½ Bentley 4-door special Park Ward saloon, completely rebuilt 1951 and re-registered, grey with grey leather, about £600 has been spent on bringing chassis and bodywork into "near new" condition and 6,000 miles only covered since.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [1484

BENTLEY (other than 3½- and 4¼-litre)

BENTLEY 36hp saloon, perfect; £450 or offer.—R. P. Harvey, North House, Aldeburgh, Suffolk. [3125

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [7661

BENTLEY 3-litre 1926 2-seater sports, shortened chassis, 1,800 camshaft, "A" gear box, 4.28 axle (3.78 available); £280.—Ring Stevenage 434. [5072

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CM

THE CAR MART, Ltd., wish to purchase Bentley Cars.—Gloucester House, 150, Park Lane, W.1. (corner of Piccadilly). Grosvenor 3434. [0958

ABENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentley in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3431-2. [5921

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041

CASH immediately for good Bentley.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [5095

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers urgently require late type Bentleys. [0540

GEOFFREY EDWARDS, Ltd., urgently require 4¼- or 3½-litre Bentleys.—Amesbury Lane, Harpenden, Herts. Tel. 116. [5284

WE wish to buy a good 3½-litre sports saloon with ride control.—Details to Basingstoke Motor Co., Ltd., Basingstoke. [0046

HATTONS MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Mid'and 2457. [0357

WANTED from private owner, carefully used Rolls-Bentley; fullest details please.—Adams, 685, Durham Rd., Gateshead. Tel. 75352. [2807

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 907. [0611

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

A & S always purchase Saloons, also foursome coupes, 1935 to 1939, please forward details, prompt attention assured. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [1858

CHARLES ROLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8 [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [4855

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

JACK OLDFIELD, offcial Bentley retailers.

RECEPTION for service in the heart of Mayfair. A complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [0022

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 16, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnadale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0595

BOND MINICAR

ELITE MOTORS offer

1950 (July) Bond Minicar, 1970c, 2-seater, one owner, 6,000 miles, really economical car, engineer owned; £295.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [3524

CENTRAL GARAGE (CROYDON) Ltd., offer: 1951 Bond Minicar, 500 miles only; £275.—Croydon 7464. [9430

Bond Minicar Wanted

BOND MINICAR, in good condition, wanted.—81, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2273

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464. [8629

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond-trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, or Kilburn. [0827

BRISTOL

BROOKLANDS.

1950 Bristol 402 coupe, maroon, serviced by makers.

BUY or sell your car at

103 New Bond St., London, W.1 Mayfair 8351/6 [4960

H. R. MARTINDALE, Ltd.,

14 Harrison St., Briggate, Leeds, 1. Tel. Leeds 20114-5-6.

FOR Bristols in Yorkshire: a selection of used Bristols always in stock. [1649

ANTHONY CROOK offers:—

1950 type 401, one owner, heater, radio, loose covers, grey, mileage guaranteed 10,400, supplied and maintained by us.

1950 type 401, one owner, heater, radio, heather grey, supplied and maintained by us, complete record of services carried out every 1,500 miles, available for inspection, mileage guaranteed 13,250 miles.

1950 type, 401, one owner, heater, radio, blue, 19,200 miles, just thoroughly checked over in our works.

1950 type 400, one owner, H.M.V. radio, azure blue, mileage guaranteed 8,400, delivered October, 1950 one of the last three type 400 cars to be manufactured, with enlarged rear seating capacity, new shock absorbers, etc., a splendid opportunity for someone requiring a type 400.

1949 type 400, one owner, radio, heater, demister, windscreen washer, black, speedometer reading 30,000 miles, immaculate condition throughout.

1948 type 400, heater, radio, just checked over by us, and in excellent condition.

THE above cars are offered from our current stock of used Bristol cars, ready for immediate delivery; other cars are at present undergoing renovation in our specially equipped workshops for bodywork and will be available very shortly; any make of post-war car taken in part exchange; we have specialised in Bristol cars as distributors since their inception; all spares are available from stock, together with factory reconditioned engines, gear boxes, suspensions, etc., ready for immediate fitting by specially trained personnel. We also have our own test house for bench testing, tuning running in, etc.; furthermore, if and when you wish to dispose of your Bristol car (especially if supplied by us), please contact us and give us the opportunity of repurchasing; our demand is urgent.

ANTHONY CROOK MOTORS, leading Bristol distributors, Caterham Hill, Surrey. Tel. 2232-3. [3478

FRAZER NASH CARS offer:—

401/Superleggera sports saloon, one private owner, a specially prepared chassis with modifications including close ratio gear box, colour silver grey, pinskin leather; £2,250.

TYPE 400 saloon, recellulosed black, beige leather, close ratio gear box and overhauled engine (liners fitted).

FALCON Works, London Rd., Isleworth Middx. (Hounslow 0011.) [2942

KEVILL DAVIES & MARCH, Ltd

OFFICIAL Bristo retailers.

41—42, Hay's Mews Berkeley Sq., W.1. Gros. 2563. [0296

KEVILL DAVIES & MARCH, Ltd.

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [4967

1950 Bristol 401, 2 owners, 21,000 miles, radio and heater, excellent condition.

1949 Bristol Superleggera, Type 401, 18,000 miles, faultless.

L. F. WARD, 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [7680

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1 Grosvenor 4141. [0618

Bristol Cars Wanted

A.F.N. Ltd. will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth Middx. (Hounslow 0011.) [0476

Bristol Cars Wanted

BARTLETT—the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [1514

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel 2232/3. [3049

B.S.A.

B.S.A. Scout 1939 4-seater tourer, taxed year; £395.

RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 0191. [3585

WALTER SCOTT, Ltd., 1938 model B.S.A. Scout 4 coupe, black, exceptional; £285; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri 5914. [7161

245 ens.—B.S.A. Scout, August 1938, 10hp Series 5 sports 4-seater, black, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3257

B.S.A. Scout 10hp sliding roof coupe, 1938 model, one lady owner, ivory/red leather, complete mechanical overhaul (first time) costing £75 (bills shown), also recellulosed, new carpets, roofcloth, etc., very economical, nearest £290.—Palmer, 314b, Hagley Rd., Edgbaston, Birmingham. Tel. Bearwood 1197. [3065

B.S.A. Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St., (Hampstead Tube), Ham. 6041. [0928

B.S.A. in good condition wanted.—32, Brockham Drive, Ilford, Essex Tel Valentine 2066. [2274

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3 [0641

Bugatti Spares and Service

J. LEMON BURLIGH Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

ACRES offer:—

1939 Buick 8-cylinder, finished ivory, beautiful condition, sound throughout; £575.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [1905

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1950 Buick 4-door saloon, colour maroon, radio, heater and loose covers.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4958. [5421

£375.—1936 Buick limousine, superb condition, black, any trial.—Greenacre Garage, Windsor Tel. 1611. [2657

£575.—1938 Buick limousine, immaculate condition, black, new tyres.—Greenacre Garage, Windsor. Tel 1611. [2656

1937 Buick 50hp sal., black, one previous owner, exceptional cond., not used during war, only licensed 2 mths. since 1946; £475.—Bec. 6977. [2719

SIMPSON'S MOTORS offer 1949 Buick Roadmaster. 1948 model Buick 51 Super, registered 1947; also 1946 Buick convertible.—Wembley 8691/3903. [9609

1938 Buick Viceroy saloon, original condition, one owner, genuine low mileage, taxed; £560.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [2867

£825!!!—Buick 7-seater enclosed drive limousine as, with sliding division, in post-war condition, very little used, 2 spared; opportunity.—A.E. Motors, Palmerston Rd., N.W.6. Mai. 4725. [2235

1948 Buick super convertible, registered February 1948, one owner new hood and tyres, carefully used, electrically operated hood, windows and seat, heater, radio, etc., small mileage; £1,850.—Neale, 116, Cheapside, London, E.C.2. Monarch 0535. [2403

BUICK Roadmaster 1947 Series 6-seater convertible, in immaculate condition, finished black and chrome with cream and red interior, equipped with electrically operated hood, door windows and driving seat adjustment, fitted push-button radio, interior heater, tailored seat covers, windscreen washers, rimbellishers and driver's adjustable spot lamp; a beautiful example of a rare model, giving 18-20mpg; and very reasonable at £1,850.

R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool 42028. [3350

LIMOUSINE, 1937, partition, forward occasionals, certified mechanically, exceptional carriage, black, low cost.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [2914

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3107

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Buicks (1937 onwards).—Wembley 8691/3903 [0664

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [1859

SOLE concessionaires Lendrum & Hartman Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10 Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Cadillac 4-door saloon, colour blue, obv engine all extras.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins)., Ken. 4958. [5420

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd require Cadillacs (1937 onwards).—Wembley 8691/3903. [0665

SOLE concessionaires Lendrum & Hartman Ltd. will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1 Regent 7121 [3002

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIDNEY MARCUS Ltd

1950 Chevrolet de luxe saloon, low mileage as new.

SIDNEY MARCUS, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6975

BRITISH & COLONIAL MOTORS offer:—

1949 Chevrolet 4-dr. Styleline saloon de luxe, r.h.d., 20,000 miles.

1946 47 Chevrolet, 4-dr. Fleetmaster saloon, r.h.d., £10 tax, 25,000 miles.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3588. [2881

JOE THOMPSON (MOTORS), Ltd., offer:—

CURRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4958. [6209

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Chevrolet 4-door saloon, l.h.d., grey, heater, 10,000 miles.

56 Park Lane, W.1; Recent 4866, 374 Ealing Rd., Alperton, Middx.; Perivale 5398. And 8 & 12, Sangley Rd., Catford, S.E.6; Hither Green 4821. [3196

1947 Chevrolet Fleetmaster 4-door saloon, exceptional condition throughout, black, nearly new tyres, heater, £675.

METCALFE & MUNDY, Adam & Eve Mews, Kensington, W.8. Tel. Western 4795. [3365

SIMPSON'S MOTORS offer 1951 Chevrolet full de luxe 2-door sedan, also 1949 Chevrolet 2-door full de luxe saloon.—Wembley 8691-3903. [2930

1950 (October) Chevrolet Styline de luxe saloon, mileage 8,000, some unused trade enquiries welcomed.—H. O. Paul, Ltd., 82, Brutton Place, W.1. Mayfair 0621-2. [1304

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY) Ltd., require Chevrolets (1937 onwards).—Wembley 8691/3903. [0666

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2886

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles; distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2889

CHRYSLER

SIMPSON'S MOTORS offer 1949 Chrysler de luxe with extras.—Wembley 8691-3903. [2931

£150—Chrysler 20 saloon, 1932, two owners only, sound body and mechanical condition, ideal for hire or towing.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5546

Chrysler Cars Wanted

AUTO SALES (LONDON) Ltd.,

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd. Swiss Cottage N.W.6. Mai. 5555/2155. [0643

CASH immediately for good Chrysler.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [3096

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Chryslers (1937 onwards).—Wembley 8691/3903. [0667

Chrysler Spares and Service

AUTO SALES (LONDON) Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65 Belsize Rd. N.W.6. Mai. 5555/2155. [0642

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors) Ltd., Balham High Rd., London S.W.12. Tel. Balham 2234.

CITROEN

H.W. MOTORS, Ltd.

1940 drop head coupe, light 15, one of the genuine 1940 models with 5-piece mahogany dash, fitted with 1946 type engine and four-speed gear box, 2 carburettors whole car in excellent condition having been maintained by ourselves for last three years, all invoices available, radio and many other extras, black with cream wheels and red upholstery, mohair hood, taxed; £650.

H.W. MOTORS, Ltd., Walton-on-Thames. 768 & 1437. [2960

C. O. NORMAN & Co.

CITROEN sole distributors for the county of London, buyers of low-mileage Citroen cars; service, spares and replacement units.—C. O. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0756

BOON & PORTER, Ltd.

1946 Saloon (Light 15), brown, recently recellulosed, excellent condition; £700.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2923

JACK ROSE, Ltd., offer:—

1946 Citroen saloon, a beautiful car inside and out, with cherry red upholstery; car open to 100 miles demonstration; £745.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9382

B. J. HUNTER, Ltd., offer:—

1949 Citroen 15 saloon, positively unmarked; £1,045. Below.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [1141

£289.—1937 Citroen Light 15 sports saloon, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1359

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

JOHN S. TRUSCOTT for Citroen.

PRESENT stock includes 1948, 1949 and 1950 Light 15 saloons from £675 to £1,195.—Also

1950 6-cylinder saloon, mist green, fawn leather, guaranteed total mileage under 900-odd, as new in every detail; £1,895.

ONLY first-class examples are offered; full details on request.

EXCHANGES; deferred terms.

SKILLED Citroen service and spares.

173, Westbourne Grove, W.11. Bay. 4274. [5250

PHILIP RICKARDS, Ltd., offer:—

1950 (Sept.) Citroen 6 saloon, green, 900 miles only.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5448

CHIPSTEAD MOTORS, Ltd., offer:—

1948 15 special sports saloon, many extras, black and red, radio, etc., specimen.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [6257

ACE SERVICE STATION (LONDON) Ltd., Citroen distributors.

ENQUIRIES invited for guaranteed used Citroens, spares and efficient service.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elmar 5585 (5 lines). [8290

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months guarantee:

CITROEN 6-cyl. 4-door saloon, registered 1940, finished black, brown leather. [5169

1947 Citroen, two owners, 33,000 miles, very sound car.

F. P. WARD, 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [1559

1950 Citroen Light 15 saloon, black, mileage 16,000; £1,150.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 4465. [5247

CITROEN 1940 12hp. excellent condition, new paint, tyres, battery; £550.—Box 7597. [5621

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [7585

CITROEN 1948 Light 15 grey saloon, in good order, one owner; price £925.—Box 7600. [5624

CONNAUGHT ENGINEERING, Citroen specialists, offer selection; open Saturday afternoons and for inspection, Sundays.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [3137

249 gns.—Citroen super modern 12hp f.w.d. saloon, very clean car.—Autoships, 5, Balham High Rd., Balham 1509. [3533

1947 model 15hp Citroen saloon, colour beige, with beige leather and seat covers, recent overhaul; £725.—Below.

1947 Citroen black, beige leather, good tyres, excellent condition; £795.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [1898

£325.—Citroen 12 de luxe black saloon, new 12-volt battery, new tyres, new radiator.—16, Oaks Ave., Worcester Park, Surrey. Derwent 1160. [3585

1949 series Citroen Light 15 saloon, light blue, beige leather upholstery, heater, speedo, reading 18,000, taxed year; £850.—Turner, Palmers Green 7935.

MAYFAIR COUNTRY CARS.—1947 (June) Citroen Light 15, sunroof, heater; terms; exchanges; £775.—7, George Yard, Grosvenor Square, W.1. Mayfair 0130 or Harrow 4646.

CASS'S MOTOR MART.—1940 (August) Citroen Grand Luxe Big 15 6-passenger saloon, black, reconditioned; exchanges; written guarantee.—5, Warren St., W.1. Euston 4110.

£295.—1937 (December, 1936 reg.) Citroen 15 sports foursome saloon, excellent condition; genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9.

MAYFAIR GARAGES, Ltd., 1939 Light 15 de luxe 4-door sliding head saloon, black, red leather, fully equipped, very carefully maintained, very smart car with outstanding road performance, 3 months' guarantee; £575.

MAYFAIR GARAGES, Ltd., Balderton St., (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [2897

495 gns.—Citroen 12, July, 1939, roadster coupe, gunmetal, maroon leather, new hood, unworn tyres, carefully used, exceptional condition; terms, exchanges; list.—open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3258

Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0930

ACE SERVICE STATION (LONDON), Ltd.,

URGENTLY require an unlimited number of good Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5.

CITROEN in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2275

CASH immediately for good Citroen.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [5097

Citroen Cars Wanted

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 763 and 1457.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay 4274. [4615

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 6, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubic.

WILDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains 48-hr service. [1749

CITROEN 12 head W. pump-plate, flywheel and Moster cylinder, 1935-38; £8.—Saint, Greendene Farm, Mapledurham, Reading. [5389

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0300

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

CONDOR MOTORS or speedy Citroen repairs, carried out by specialised French and English mechanics.—33, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. [0281

BOWES ROAD GARAGE & ENGINEERING Co., Ltd.—Bowes Rd., N.11 (Bow 2264), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0585

DAIMLER

PRIDE & CLARKE, Ltd.

1939 Daimler 24hp 7-seater limousine, face forward seats, £10 per year tax, superb condition; £995.

THREE months guarantee. Terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [3153

PALMERS MOTORS, Ltd

DAIMLER 24hp 7-seater limousine, widest face forward occasionals, £10 tax, indistinguishable from new; £1,500; exchanges and terms.—55, York St., Twickenham. Popesgrove 1690. [3568

TOM GARNER, Ltd., offer:—

1950 Daimler 2½-litre Consort saloon, black with green upholstery, 7,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2790

LEX GARAGES, Ltd., offer:—

1950 (Sept., '50) Daimler Consort saloon, black with red leather upholstery, in perfect condition throughout; £1,895.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [3512

H. M. BENTLEY & PARTNERS, Ltd.

1949 Daimler 2½-litre saloon, in black with green leather interior; £1,650.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [3286

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 27hp touring limousine by Freestone & Webb (1946), black with fawn cloth to rear, serviced by Daimler Co., in excellent condition; £5,250.

DAIMLER 2½-litre saloon (1950), black with green leather, 11,00 miles; £2,295.

DAIMLER 2½-litre coupe (1948), black with brown leather heater and demister; £1,795.

DAIMLER 2½-litre saloon (1948), black with brown leather, radio, heater and demister and many extras, 12,000 miles only; £1,695.

DAIMLER 2½-litre saloon (1947), black with red leather, radio and heater, reconditioned, in outstanding order; £1,595.

DAIMLER 2½-litre saloon (1946), blue with blue leather, well maintained; £1,195.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Hertsrand St., Russell Square, W.C.1. (Terminus 7464.) [2899

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (August) Daimler 2½-litre special sports chassis, fitted Barker 2/3-seater drop head coupe body, 8,000 miles; £2,550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6593

DAIMLER 1950 2½-litre blue saloon, excellent condition, 6,000 miles, chauffeur driven, viewed London.—Box 7472. [2708

CASS'S MOTOR MART.—1937 Daimler 20 saloon, black and blue, engine just reconditioned, superb condition.—Below.

1939 Daimler 2½-litre saloon, blue, numerous extras, tyres, mainly as new, regardless of cost; exchanges; written guarantee.—5, Warren St., W.1, Euston 4110. [9185

EL. 24 limousine, late 1938, black, cloth interior, 4-door, fitted occasionals, Ace discs, new battery, private, in very nice condition; £850.

A. A. TITMUSS, Daimler Specialist, 81, Clapham Rd., S.W.9. Reliance 1647. [8798

17hp Daimler Mulliner sports saloon, metallic grey, first-class condition, transmission overhauled, resprayed 12 months; £425.—Tel. Elmbridge 2754. [2714

1948 Daimler 2½-litre saloon, black, one owner, 24,000 miles; £1,425.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2368. [3434

WALTER SCOTT, Ltd.—1939 Model D.B. 18 2½-litre Daimler saloon, black, excellent throughout; £695; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5301

DAIMLER

1949 (July) Daimler 2½-litre saloon, sliding roof, black with brown leather upholstery, maintained by Daimler Co., one owner, 16,200 miles; £1,795.

1950 (May) Daimler 2½-litre saloon, sliding roof, black with brown leather upholstery, fitted heater, one owner, 10,300 miles; £1,950.

WALKER & WARD, Ltd., Warwick Place, Cheltenham, Daimler/Lanchester Distributors in Glos. and South Worcs. Tel 5814 and 3816. [9754

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1937 Daimler 16hp sports saloon, body by Mulliner, 4 new tyres, engine reconditioned and new battery fitted 1951, carefully maintained; £450.—Gemine, Spring Gardens, High Wycombe 450. [2752

ARCHIE SIMONS & Co., Ltd.—1938 Daimler 2-litre saloon, colour two-tone grey, blue leather upholstery, mechanically excellent, fine example of this popular model; £625.—94, Gt. Portland St., W.1. Lan. 1345. [3375

LIMOUSINE, Daimler 20 (July, 1934) 10½ long chassis, enclosed drive, 7-passenger, two face-forward seats, privately owned, excellent mechanical condition; £525.—4, Hesper Mews, Earls Court, S.W.5. Fro. 4292. [3638

1949 Daimler 2½-litre d/h coupe, speedo 12,329, blue/blue upholstery, beautiful unmarked car is offered reluctantly for sale to wind up an estate; £1,775.—Holland & Hollinshead, Alsager, Stoke-on-Trent. Tel. Alsager 407. [5406

£595.—1939 series Daimler 2½-litre saloon de luxe (18.5hp), blue, beautiful condition throughout, recent £150 overhaul, an excellent opportunity for the connoisseur.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5599

A & S Limousines, 1938, 24hp, partition, black, widest occasional's, superb condition carriages, privately owned, reasonable cost. Also

HEARSE, 1936 Straight-6, 3-door, streamlined, bearer, lavishly equipped, reasonable cost, illustrated brochure despatched.

LIMOUSINE Straight-8 32hp Hooper Coachwork, partition, widest occasionals, magnificent condition, black, £795. Seen.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [2915

Daimler Cars Wanted

DAIMLER Consort saloon wanted.—Moore, 48, Park View Court, S.W.6. [2617A

CASH immediately for good Daimler.—H. F. Edwards, 26, Upper High St., Epsom 9400. [5106

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0932

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0145

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0688

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spare unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd., world concessionaires:—

£695.—1936 D6-70 4-door saloon, also a foursome drop head coupe at £695.

82, Park St., W.1. [9018

1951 model (1950 show replica) Delage D.6 sports saloon, finished in plum maroon with fawn upholstery, Cotal electric gear box, independent front wheel suspension and built-in oscillating system, body by Letourneur & Marchand of Paris, 5/6-seater.

THE CHESTER ENGINEERING Co., Ltd., City Rd., Chester. Tel. Chester 23477. [2718

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0659

DELAHAYE

SELBORNE (MAYFAIR), Ltd., world distributors for Delahaye cars, offer new 1952 model British built sedanca foursome coupe, delivery 3 to 4 weeks.

82, Park St., W.1. [1704

1950 Model 135M Delahaye 2-door foursome drop head coupe, Cotal electric gear box, fawn with blue upholstery, immaculate condition throughout.—Box 7601. [3625

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd Delahaye world concessionaires.—Rapid engine and body repairs, parts stocked.—82, Park St., W.1. [0660

DELLOW

DELLOW 1951, 12,000 miles, as new, side curtains, many extras, never used in trials; £650.—Tel. Shaftesbury 2086. B. Lee, Shaftesbury, Dorset. [3367

D.K.W.

1938 D.K.W. saloon, 45mpg, excellent condition, taxed year; nearest £250.—86, Montrose Ave., Welling, Kent. [5411

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877 [0016

D.K.W. Cars Wanted

DKW. in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2276

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. P. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0061

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0562

FIAT

1938 Fiat 500 coupe, seen Sat.-Sun.; £240.—55, Barnfield Rd., Ealing, W.5. Perivale 9402. [3592

FIAT 500cc, 1937-8, new tyres, overhauled, excellent running order; £285 or near.—Tel. Wordsworth 1368.

C. V. RUSHMER, the Fiat specialist, for rebuilt, guaranteed models, 1939 500 4-seater available.—39, Holland Park, W.11. Park 5731. [3225

1937 Fiat 500, black with red leather, recently reconditioned; £350.—Vanderveltz (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [6498

500 coupe, Ford 8 engine, 10 gear box, 16mph/1,000; 44mpg over 1,000 miles; oil 1/7,000; heater, performance with economy; £325.—Lever-on, Brantham Place, Manningtree. [3637

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably the world), 500s, 1100s and 1500s for immediate delivery.—Below.

MAYFAIR GARAGES, Ltd.—January 1940 1100 508c 12hp 4-door saloon, black, beige hide upholstery, good tyres, outstanding condition throughout, 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—July 1949 500 2nd series convertible 4-seater saloon, blue, blue leather upholstery, good tyres, carefully used, excellent condition throughout, 3 months' guarantee; £565.—Below.

MAYFAIR GARAGES, Ltd.—June 1938 500 convertible coupe, maroon, leather upholstery, overhauled engine (bills available), smart car with excellent road performance, 3 months' guarantee; £365.—Below.

MAYFAIR GARAGES, Ltd.—Late 1937 500 convertible coupe, finished silver with red leather upholstery, excellent mechanical condition with first-class road performance, 3 months' guarantee; £225.—Below.

MAYFAIR GARAGES, Ltd.—Send for list and copy of "The Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repairs and renovations by skilled British and Italian mechanics.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6. Sats. 9-12. [2698

WALTER SCOTT, Ltd.—1939 Fiat 500 convertible coupe, blue, radio; £385; also 1938 similar, grey, £335; both cars exceptional; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [1937

1937 Fiat 500 convertible coupe, in good mechanical condition, body very clean and paintwork excellent, new hood and battery, reconditioned starter and new distributor; £310.—Apply Lees House, Yalding. Tel. Hunton 85255. [3357

495 gns.—Fiat 1500, 1939 (registered 1940), 4-door pillarless saloon, metallic green, green leather, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3259

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0933

FIAT in good condition wanted.—32, Brockham Drive, Ilford Essex. Tel. Valentine 2098. [2277

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat Wembley. [0909

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, distributors, etc., guaranteed repairs.—S. & R. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0156

B.D.J. (ENGLAND) Ltd., offer exchange engines fitted same day; own engines reconditioned 7-10 days; new and used engine chassis and body parts.—68, Lowlands Rd., Harrow. Byr. 6028. [0325

MAYFAIR GARAGES, Ltd. Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6; Sats 9-12. [0632

FIAT 500, 1100 and 1500, full range spares and reconditioned units, engines, rebuilt equal new and bench tested, gear boxes, suspensions, starters, dynamos, radiators, steering boxes, exchanges, new distributors, carburettors, wheel covers, luggage carriers, exhaust systems, metric spanners, complete servicing, all models; "500" harness, 5/6.—Derrington, 159 & 161 London Rd., Kingston 5621/2. [3951

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Anglia saloon, colour black, with leather cloth upholstery, fitted recond. 10hp engine (3,000 miles) very good car, one owner; £655.

1948 Ford Anglia saloon, colour black with green leather upholstery, fitted recond. engine, brakes overhauled, new steering column, one owner; £595.

THESE cars are available for demonstration anywhere. If any time hire purchase terms can be arranged.—WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2951

ACRES offer:—

1947 Ford Anglia, black with red upholstery, faultless sound throughout, taxed for year; £525.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [2961

FORD (8 h.p.)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1937 Ford 8 2-door saloon, black with red leather upholstery, recent reconditioned engine, excellent tyres; a choice of 6 from 24gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car, unique 3 months' written guarantee; always 200 cars under £400 to choose from.—RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [3419

H. A. SAUNDERS, Ltd.

1949 Ford Anglia, black with red upholstery, moderate mileage.—Stadiett, Herts. Tel. Stadiett 5681. [0911

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

PRIDE & CLARKE, Ltd.

£585—1949 Ford Anglia saloon, one owner, choice of two.

£535—1948 Ford Anglia saloon, excellent condition.

£465—1947 Ford Anglia saloon, excellent condition, choice of two.

£399—1946 Ford Anglia saloon, choice of two.

3 months guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [3151

PALMERS MOTORS, Ltd.

1937 Ford 8 4-door saloon, excellent condition; £365; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [3291

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940. Ford Anglia saloon; £450.

JUNE, 1947. Ford Anglia saloon; £510.

APRIL, 1950. Ford Anglia saloon; £765.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4656

W. J. BROWN, Ltd., Used Ford Specialists.

1949 Ford Anglia saloon, black, 9,000 miles, excellent condition throughout; £645.

1948 Ford Anglia saloon, black, brown interior, one owner, radio; £550.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [3025

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, black, brown, 1,600 miles, and many others.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3386; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3199

295 gns.—1938 Ford 8 saloon, excellent condition.—Below.

215 gns.—1937 Ford 8 saloon.—Automps, 5, Balham High Rd., Balham 1509. [3532

1950 Ford Anglia, fawn, with red upholstery, as new; £695; terms, exchanges.

MASON BROS. MOTOR SHOWROOMS, 151-153, Fitzwilliam St., off The Moor, Sheffield, 1. Tel. 24697. [9975

1939 Ford 8, excellent condition; £365; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 109, Priory Rd., Hornsey. Mountview 5228 and 5774. [3601

1949 Ford Anglia saloon, fitted reconditioned engine, excellent condition; £650.—Below.

1938 Ford 8 saloon, blue, good mechanical and body condition; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Ola. 2254. [3549

1939 Ford 8 saloon, excellent condition, taxed; £295.—Roy Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [3565

4800 miles, 1950 Ford Anglia saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2867

1939 (Oct.) de luxe saloon, immaculate condition, wireless, new engine, 700 miles, dark blue; £390.—Tel. Eltham 9507. [3060

1949 Ford Anglia saloon with 10hp engine, black, many extras; £650.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2187

1947 Ford 8 Anglia saloon, in superb condition, taxed year; £525.—Northways Garage, Spur's Cottage, N.W.3. [3508

1950 (Nov.) Ford Anglia saloon, 150 miles.—Green & Zonis Ltd., 346/352, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [3002

1947 Ford Anglia, black with red leather interior, reconditioned engine, perfect order; £495.—Wimbush & Co., Ltd., Abbey 6696. [2726

1950 (December, 1949) Ford Anglia saloon, mist green, good tyres, as new; £595.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [3380

1947 Ford Anglia, black, green upholstery, immaculate paintwork, excellent mechanically; £485.—King's Motors, 1, High St., Hounslow. Tel. 3522. [1963

695 gns.—Ford Anglia, November 1950, 8hp saloon, black, one careful owner, 12,400 miles, almost new condition, choice of 6 Anglias; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford 8, July 1939, de luxe saloon, dark blue, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3590

FORD (8 h.p.)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8 14, Mead St., Soho, W.1. Langham 1500.—S.—1946-50 Ford Anglia saloons low mileage, as guaranteed, also earlier models. [0576

£525!—Magnificent 1947 Ford 8 saloon, spotless bodywork, genuine small mileage vehicle, in excellent condition throughout; 3 months' guarantee; hire purchase arrangements.

LAMBS OF WOOD GREEN.—Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3575

MARBLE ARCH MOTOR SUPPLIES, Ltd., offer: 1949 Ford Anglia, black with brown leatherette, low mileage, one owner, immaculate condition, fully guaranteed; £645.—Tel. Wat.ord 4491. [2903

Ford Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175

ROWLAND SMITH S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

A 8 new post-war Ford 8 required.—30, Rayscroft Rd., S.W.16. Tulse Hill 1288 (day). [0728

FORD 8 wanted 1937-39, good bodywork essential.—E. Hurst, 7, Stadiums Rd., Croydon. [3522

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 10hp Prefect saloon, colour beige, with leather upholstery, 18,000 miles, one owner; £715.

1949 Ford 10hp Prefect saloon, colour beige with leather upholstery, 3,800 miles only perfect car, one owner; £650.

1950 Ford 10hp Prefect saloon, colour black, with brown leather upholstery, 10,000 miles, fitted spot lamps, one owner, first-class car; £650.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.—WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2952

ACRES offer:—

1949 Ford Prefect, green with brown upholstery, low mileage, magnificent condition throughout; £725.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [2960

CAR MART, Ltd.

1950 Ford Prefect saloon, 6,000 miles; £905.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3208

BOON & PORTER, Ltd.

1950 Prefect saloon, green, positively unmarked, mileage 3,000; £695.

1948 Prefect saloon, black with brown leather upholstery, reconditioned engine; £745.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2936

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

PALMERS MOTORS, Ltd.

FORD Prefect 1950 saloon, low mileage, excellent condition; £795; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [3296

JACK ROSE, Ltd., offer:—

1950 (May) Ford Prefect, almost spotless inside and out, spares unusual; £685.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 5677-8. [3555

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, black with brown upholstery, 1,500 miles; £935.

836-842, High Rd., N.12. Hills.de 0024. [2809

ALLAN TAYLOR MOTORS, Ltd., offer:—

1949 Prefects from £775 to £815.

1950 Prefects from £865 to £895.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433. [4657

W. J. BROWN, Ltd., used Ford Specialists.

1950 (5.12.49) Ford Prefect saloon, black, red leather, spot lamp, 15,000 miles, taxed; £785.

1950 (3.11.49) Ford Prefect saloon, black, brown leather, 14,000 miles; £775.

1949 (June) Ford Prefect saloon, green, brown leather, 26,000 miles; £740.

1948 (May) Ford Prefect saloon, black, brown leather upholstery, 14,000 miles; £695.

1947 (June) Ford Prefect saloon, black, brown leather upholstery, factory engine fitted; £625.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [3016

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, black, red hide, 2,400 miles, and many others.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3386; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [3200

FORD 10, 1939 4-door sal., re-cond. eng., excellent condition; £400.—Imperial 1607. [1570

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

FORD 10 (Sept., '36) black; £250 o.n.o.—Aitchison, 65, Milborough Cres., Lee, S.E.12. [3639

1949 Ford Prefect, good condition, 12,000 miles; £750 or offer.—Tel. Pop. 1998. [3569

1949 Ford Prefect saloon, black, leather, 12,000 miles, immaculate condition; £795.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [3035

1947 Ford 10 de luxe saloon, one owner; £625. 5 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5779. [2620

1946½ export Prefect, r.h.d., excellent condition; 540gns.—43 Rookery Lane, Lincoln. [2841

1949 Ford Prefect saloon, green, with cloth upholstery, mechanical condition guaranteed; £795.—Below.

1939 Ford Prefect saloon, 4-door, blue leather, reconditioned engine, 10,000 miles only; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [3550

1950 (Nov., 1949) Prefect, black, carefully used and serviced; £750.—Campbell Symonds, Wembley 5262. [7155

1949 Ford Prefect, black with beige cloth upholstery, 11,000 miles, one owner, immaculate condition; offers wanted.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [2962

1950 (November) Ford Prefect, black, low mileage, licensed to December; £795.—Wimbush & Co., Ltd., Abbey 6896. [3541

315 gns.—1949 Ford 10 Prefect, 4-seater tourer, good condition, taxed.—65, The Chase, Clapham, S.W.4. Macaulay 1265 [2107

1949 Ford Prefect saloon, green, leather, good tyres, serviced, carefully used, showroom condition, Surrey; £800.—Box 7607. [3413

1946 Ford 10hp Prefect 4-door saloon, excellent condition; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8619

FORD Prefect (first registered Nov., 1949), first-class condition, chauffeur maintained, mileage under 18,000, wireless fitted; price £850.—Box 7473. [2710

ARTHUR E. GOULD Ltd., 230-232, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed [0579

1947 (Oct.) Ford 10 Prefect, 4-door saloon, one owner, quite unmarked, fully guaranteed; bargain, £625.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [2236

825 gns.—Ford Prefect, November 1950, 10hp 4-door saloon, green, brown leather, one careful owner, 9,700 miles, almost new condition; terms, exchanges.—Rowland Smith, below.

545 gns.—Ford Prefect, 1946, 10hp 4-door saloon, black, red leather, good tyres, excellent condition; choice of 6 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3262

1949 (reg.) Ford Prefect, black with brown upholstery, in very nice condition and capable of long economical service; £650.—Pantiles Service Garage, London Rd., Guildford 5326. [2209

1950 (December, 1949) Ford Prefect, black, with leather upholstery, small mileage, immaculate appearance, perfect mechanically, one owner, absolute bargain; £795.—Wembley Court Motors, High Rd., Wembley Arnold. Arnold 5221-2. [9567

TANKARD & SMITH, Ltd., offer 1946 Ford Prefect saloon in black with brown leather, coachwork and interior in immaculate condition, mechanically above average for age; £545; three months' written guarantee; also 200 guaranteed used cars of all makes. —Below.

TANKARD & SMITH, Ltd., offer 1948 Ford Prefect saloon in black with green leather, showroom condition throughout, nominal mileage only; £665; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [2777

Ford Ten Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1 Grosvenor 5434. [0174

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel 2268.

AS new, post-war Ford 10 required.—Fortune, 5 Brae Court, Kingston Hill Surrey. Tulse Hill 2768 (day)

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0855

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloons choice of two cars, both low mileage and in first-class condition.

1938 Ford V.8 22hp saloon, colour black with leather upholstery, good condition; £325.

THESE cars are available for demonstration anywhere at any time; hire purchase terms can be arranged.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444 [2953

ACRES offer:—

1950 Ford Pilot, black with brown leather, radio and heater, speedometer reading 9,000, undoubtedly genuine indistinguishable from brand new; £1,075.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [2962

1950 Ford Pilot, heater and radio, nominal mileage; £995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1 Tel. Sloane 3557/6970. [1916

FORD (V.8)

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 14,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [3209

BOON & PORTER, Ltd.

1949 (June) Ford Pilot saloon, black, fitted radio, heater, loose covers, faultless; £925.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2925

OVERSEAS CARS, Ltd.

1950 Ford Pilot saloon, black/brown leather, heater, one owner, 11,000 miles; £1,075.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [2991

TOM GARNER, Ltd., offer:—

1950 Ford V.8 Pilot saloon, black with brown upholstery, fitted heater, leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2791

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Pilot saloon, green with beige upholstery, heater, etc., 1,900 miles; £1,195.

836-842, High Rd., N.12. Hillside 0024. [2813

WARWICK WRIGHT, Ltd., offer:

1950 Ford V.8 Pilot saloon, blue, blue leather, heater, 7,000 miles; £1,175.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [2367

W. J. BROWN, Ltd., used Ford Specialists.

1948 Ford Pilot saloon, black, heater, loose covers; £855.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [3017

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, black, radio, heater, 7,000 miles.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3568; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4621. [7201

1945 registered 91A Ford, good mechanically; £325.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122.

GORDON CARS (LONDON), Ltd.—1950 Ford V.8 Pilot saloon; £1,095.

GORDON CARS (LONDON), Ltd.—1949 Ford V.8 Pilot saloon; £965.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3459

1949 model V.8 Pilot, new condition; offer?—James, 31, Priory St., Cardigan. [2949

1949 Ford Pilot saloon, 9,000 miles.—Autowork, Ltd., Winchester. Winchester 4834. [2796

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1950 Ford Pilot saloon de luxe, black, 15,000 miles, £965.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [9941

1950 Ford Pilot V.8 black saloon with heater and radio, 7,000 miles, excellent condition, also willing to purchase smaller hp low mileage car.—Box 7444. [2257

1950 (Oct.) Ford Pilot saloon, green with leather upholstery and fitted radio and heater 5,000 miles, one owner and in excellent condition; £1,100.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [3340

DIRECTOR'S Ford Pilot, spotless condition, open to any inspection, price less than new.—Ring Huddersfield 6069 after 6 p.m. 11, Crofthouse Lane, Huddersfield. [2734

1947 Ford Mercury saloon, right-hand steering, colour black, first registered January 1949, 8,500 miles since reconditioned engine and clutch fitted, very good condition; £920.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [3341

1949 (July) Ford Pilot, radio, heater, leather, year's tax, recorded mileage 12,000, immaculate condition; £1,050.—Broadway Motors, 67, High St., Hounslow. Tel. 0175 [2955

£275.—1937 Ford V.8 30hp drop head coupe, perfect condition, blue with brown leather upholstery.—A. Pile & Son, Ltd., Coachbuilders, 98, Vincents Rd., Dartford. Dartford 4346. [2858

1947 Canadian Ford 21 A5 sedan, 5,000 miles since conversion to right-hand drive, respray, dove grey, fitted Pilot engine, 24mpg; £1,000 offers.—32, Angerstein Rd., Portsmouth. [3409

FORD V.8 Pilot saloon, 1950 (September) 18,000 miles, in exceptionally fine order throughout, six months' guarantee; exchanges, spread-out payments.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. [3120

1948 Ford V.8 super de luxe American model 4-door saloon, recorded mileage 22,000, radio, heater, hand swivelling spot light, twin pass lights and reversing light, twin wing mirrors, taxed for the year, quite without blemish in every way; £925.

METCALFE & MANDY, Adam & Eve Mews, Kensington, W.8. Tel. Western 4795. [3363

NAYLOR & ROOT, Ltd.—1950 Ford Pilot, black, radio and heater, 9,000 miles; £1,075; 6 months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9—6 each weekday, including Saturday. [3154

Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175

Ford V.8 Cars Wanted

AS new, post-war Ford V.8 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0692

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Ford V.8s (1937 onwards).—Wembley 8691/5984. [0668

UTILITY—FORD OR OTHER BODIES

DICKS.

1937 Ford V.8 30hp utility; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6686-8.

FORDSON 10cwt Martin Walter Utilecon, 7-seater, first registered 1951, colour blue; £575.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [3019

1937 Ford V.8 30 7-seater Utility, thoroughly overhauled; terms, exchanges, R.A.C. or A.A. examination invited; £450.

GEORGE NEWMAN & CO., 369, Euston Rd., N.W.1. Euston 4466. [3080

1948 Fordson utility, fawn and natural wood, excellent mechanically; £485.—King's Motors, 1, High St., Hounslow. Tel. 3532. [1965

FORD Mercury Utility, first registered 1948 (£10 tax), one owner, excellent condition; £495; choice of two.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3305

495 gns.—Ford 8, June 1947, 4-door 5-seater utility, coachbuilt varnished timber body, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Ford V.8, registered 1947 (£10 tax) 30hp Canadian 6-seater 4-door utility, grained timber body, cream bonnet and wings, glass all round, removable rear seat, drop tailboard, steering column gear change, radio, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Ford V.8, 1938, 30hp 4-door 8-seater utility, natural timber body, sliding glass windows, fold-flush rear seating, drop tailboard, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3261

£595!—Genuine 1939 Ford V.8 fitted Dagenham type bodywork, the most beautiful utility we have ever had, really magnificent example, late owner lavished over £220 on this vehicle in past 9 months with no intention of selling, words fail to fully describe this vehicle, you really must see it before deciding; also choice 4 other Ford Utilities from £475; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3571

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee. —198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0576

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0623

CASH immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3100

FORD in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

FRICKERS OF HOLLAND PARK are interested in the purchase of post-war Ford cars in first-class condition.—Holland Park Ave (next door to Underground). Park 5077. [3223

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 605-9, King St., W.6. Riv. 3665. [0223

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High St., S.W.17. Tel. Balham 4471. Also at

FORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4435 (3 lines) [0514

FRANK O. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares. [0095

ALDARS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 0481), main Ford dealers; service and all spares. [0110

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Frazer Nash Cars Wanted

ROWLAND SMITH'S the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

FRAZER NASH-B.M.W.

PERFORMANCE CARS, good selection always available; written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 1939 327/55, also 327/80 coupe, 327/55 saloon and 326 cabriolet de luxe.—27a, Pembridge Villas, W.11. [1310

1936 (November) 1½-litre cabriolet, engine just completely overhauled and otherwise very good indeed, only three owners since new, £355.

PURKESS Ltd., 204, Ballards Lane, N.3. Finchley 7050/2920. [3654

FRAZER NASH-B.M.W. 326, £10 tax, first registered in this country 1949, l.h.d., believed 1939 model, colour grey, except one condition throughout.—Simmons, Grosvenor 2655. [3475

£395.—Type 45 saloon, 1936, very extensively reconditioned, recellulosed light blue, rechromed, 4 new O.S. tyres, new O.S. battery, new sports coil, most attractive, car, ready for long service.—V. W. Derrington, Ltd., 159-161, London Rd., Kingston 5621-2 [7651

FRAZER NASH-B.M.W. type 328 two-seater, July, 1940, 12,000 miles only, perfect condition throughout, beautiful new aluminium body, built-in head and side lamps, fully undershielded, post-war Frazer-Nash wheels, two spares, two hoods, tonneau covers, side curtains, fold-flat V windscreen, Perspex racing screen, spare featherweight racing doors and seats, mechanical details include Bristol oil pump twin petrol pumps, triple S.U.s, main petrol tank detachable for racing, two saddle tanks, eight and sixteen pint sumps, Hirth gear box, 25-30mpg, acceleration fantastic, maximum well over 100mph, over 80mph in third, yet completely tractable in town on Pool. A-fin brakedrums, special lightweight battery for racing, one-shot lubrication; well-known car in immaculate condition, excellent racing history; there is nothing comparable in looks or performance to-day at two to three times the price; offers around £1,250; seen by appointment only.—Tel. Henfield (Sussex) 120, evenings. [8062

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH is the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [1315

GRAHAM

GRAHAM 26 supercharged saloon, in excellent condition, 58,000 miles, first taxed July, 1936; £385.—W. Lewis & Sons (Cardiff), Ltd., Tudor Lane, Cardiff. [2695

HEALEY

BROOKLANDS.

HEALEY distributors London and Home counties.

DEMONSTRATION, early delivery latest models.

1951 Healey Tickford saloon, many extras, small mileage.

1950 Healey Abbott coupe, many extras.

1950 Healey Silverstone sports 2-str.

1949 Healey Silverstone, many extras.

1949 Healey Sportamobile, small mileage.

BUY or sell you car.

103, New Bond St., London, W.1. Mayfair 8351/8. [3013

H. W. MOTORS, Ltd.

DROP head coupe 2-seater; this car which is outstandingly modern in appearance, is unused and the last of a series of specially built streamlined 2-seaters; finished in light blue cellulose, trimmed in blue hide, with a grey mohair folding head; an opportunity to purchase an unused Healey at an interesting figure.

IMMEDIATE delivery also on a new Tickford saloon.

H. W. MOTORS, Ltd., Walton-on-Thames. 793 & 1437 [5267

BARTLETT.—Healey drop head coupe.—27a, Pembridge Villas, W.11. [1311

Healey Cars Wanted

HEALEY in good condition wanted.—32, Brockham Drive, Ilford Essex. Tel Valentine 2098 [2278

HEALEY Elliot saloon wanted.—Potter & Richards, 35, Kinperton St., Wilton Place, Knightsbridge, S.W.1. [2615

BARTLETT.—Healey saloon, drop head or tourer, urgently required.—27a, Pembridge Villas, W.11. Bayswater 0523. [1316

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase III drop head coupe, 6,000 miles; £1,095.—Car Mart, Ltd., 520, Euston Rd., W.1. Euston 1212. [3210

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY the hire purchase specialists.

1939 Hillman Minx de luxe saloon, black with red leather upbostery, very sound mechanically, excellent tyres, taxed year; £79gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park station, Bakerloo line, 150 yards). [3422

NEWNHAMS, Ltd

1947 Hillman Minx saloon, black, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9932

HILLMAN 10

R. F. FUGGLE, Ltd.

1949 Hillman Minx Phase III saloon, genuine mileage 13,000, maintained by us since new; £875.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [3529

H. A. SAUNDERS, Ltd.

1950 Hillman Minx, 20,000 miles.—Radlett, Herts. Tel. Radlett 5681. [3724

PALMERS MOTORS, Ltd.

1947 Hillman coupe fourseme, immaculate condition; £625; exchanges and terms.—53, York St., Twickenham, Popesgrove 1590. [3262

B. J. HUNTER, Ltd., offer:—

1949 Hillman Minx saloon, one owner, fitted H.M.V. radio, really immaculate; £855.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. [9162

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx Phase IV saloon, fawn with red upholstery, 8,000 miles; £1,065.

1950 Hillman Minx convertible coupe, black with red upholstery, 10,000 miles; £1,025.

836-842, High Rd., N.12. Hillside 0024. [3614

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 9,000 miles; £1,095.

1950 Hillman Minx Mark IV saloon, fawn, red leather, 9,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2366

C.M.I. CAR SALES (Pri. 6623) offer:—

1948 Hillman Phase II saloon, beige, nominal mileage, excellent condition.—Swiss Cottage, Finchley Rd., N.W.3. [3229

READ BROS. MOTORS, Ltd., offer:—

1939 (August) Minx 10hp de luxe saloon, one owner since January, 1940, carefully used; £395.

READ BROS. MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [3565

1940 Hillman Minx saloon, superbly maintained; £435.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [2732

1938 Hillman Minx saloon, black, leather upholstery; £325.

XL SERVICE STATION, Kingston Vale, S.W.15. Kingston 8353. [3428

SIMPSON'S MOTORS offer: 1948 Hillman Phase II d/h coupe.—Wembley 3691/3903. [1954

1950 (Feb.) Hillman Minx saloon, grey with red leather, 10,000 miles; £1,025.

R. O. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 9401. [2566

1949 Phase III Hillman Minx saloons, choice of two, very small mileage; £850.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [2731

1950 Hillman saloon, Phase IV, black, 24,000 miles; £950 or n/o.—Box 7595. [3593

1950 series Hillman Phase IV saloon.—Autowork, Ltd., Winchester. Winchester 4834. [2908

1949 Hillman Minx Phase III saloon, leather interior, perfect h/grove condition, £850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [2282

1937 Hillman Minx, in nice condition.—Kennet Motor Works (1949), Ltd., Hungerford 64. [3661

1949 Hillman Minx saloon, fawn; £850.—Frickers of Holland Park (next door to underground), Park 5077. [3221

1935 Hillman 10hp 4-seater sports roadster, fitted hood and screen, taxed, insured, drive away, £210.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [3323

1950 Hillman Minx saloon, green, 7,800 miles.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [3233

1940 Hillman saloon, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [2949

1933 Hillman Minx saloon, excellent condition, £125.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [1254

1950 Hillman Minx Phase IV, 20,000 miles, beige, cellulose immaculate, red leather spotlessly new, perfect condition; £975.

CARR BROS., The Soho Garage, 21 Soho Sq., W.1. [3618

1950 Hillman Mk. IV convertible, beige, with red leather, 12,000 miles; £975.—Cyril Sheppard, 103, King's Rd., Reading. 2712. [2285

1947 Hillman Minx de luxe saloon, blue with blue upholstery; £645.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [3506

1939 Hillman Minx 10hp drop head coupe, reconditioned engine, black with red leather interior, original condition, taxed year; £435.

MACDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5573. [3511

1939 Hillman 10 d.h. coupe, nice order; £425.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512 [2826

1950 Minx Mark IV saloon, finished black, one owner, moderate mileage.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [3557

1939 Hillman 10 saloon de luxe, 4-door, sun-shine roof, maroon leather, careful owner; £545.—Great Western Motors, London, W.2. Amb. 1061. [3645

HILLMAN 10

1942 Hillman Minx 10hp saloon, in very nice order; £465 or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/6. [2663

1950 Phase IV Hillman Minx saloon, very nice condition throughout; £935.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [3633

1950 Minx, green, red leather, 6,000 miles, one owner, in faultless condition throughout; £1,025.—Brocklebank, 8, Weymouth St., W.1. Lan. 5126. [3483

1939 Hillman Minx drop head coupe, rebored, repainted metallic grey, any trial; £340.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4671.

HILLMAN Minx saloon, 1946 (October) 5,000 miles since complete overhaul, one owner, exchanges, spread-out payments.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. [3122

495gns.—Hillman Minx ((Dec., 1945) 10hp de luxe 4-door saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

395gns.—Hillman Minx 1939 (reg. March, 1940) 10hp de luxe 4-door saloon, black, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

365gns.—Hillman Minx (June, 1938) 10hp fourseme drop head coupe, green, green leather, excellent condition; terms, exchanges.—Rowland Smith, below.

95gns.—Hillman Minx 1933 10hp de luxe 4-door saloon, black, sliding head, blue leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3263

1948 (June) Hillman Minx drop head fourseme coupe, grey with brown interior, mileage 15,000, exceptional condition; £765.—Dixon's Garage, 134 West Hill, Putney, S.W.15. Putney 0596. [3607

HILLMAN Minx saloons, unregistered, overhauled, recellulosed; 3 months' guarantee; limited number only, £535, terms, exchanges.—Withams Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3280-3768. [5319

SELSDON ROAD GARAGE offer 1948 (late) Hillman 10hp drop head coupe, in almost new condition, black with fawn hood, new tyres, a fine example of this popular car, small mileage; £725; hire purchase.—54, Selsdon Rd., 8th Croydon Surrey Cro 5470 [1348

DROP head coupe, 1949 (October) Hillman Minx Phase II, black, brown leather, twin horns, immaculate one owner car, outstanding condition, thoroughly recommended; written guarantee; £750; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [3095

TANKARD & SMITH, Ltd., offer 1948 Hillman Minx Phase II d.h. fourseme coupe in grey with grey leather, whole car beautifully maintained, recently fitted with new mohair hood, nominal mileage; £795; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601-3. [2775

HILLMAN 14

1938 model, 14hp sun roof saloon, black/brown leather, excellent condition.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3126

1940 (Feb.) Hillman 14 special saloon, black with red upholstery, maker's replacement engine, excellent condition; seen London or Home Counties; £450, or offer.—Box 7369. [1602

HILLMAN MISCELLANEOUS

TANKARD & SMITH Ltd. offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4601-3

Hillman Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5434. [0871

RS

ROWLAND SMITH'S the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RR

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411).

MANCHESTER.—139, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0108

AS new post-war Hillman required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0759

HILLMAN in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0658

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

WANTED, 1949/50 Hillman Minx saloon, covenant free; no dealers.—H. Green, 12, St. Philips Rd., Cambridge. [3149

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285 [0459

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Cars Wanted

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

PHOENIX MOTOR Co. (SURREY), Ltd., urgently require Hillman Minx saloons, coupes and estate cars.—Phoenix House, High St., Sutton, Surrey. Vigilant 1121 (6 lines). [7348

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46361. [0553

Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0227

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, retooring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 6585. [0720

CROYDON.—Local Service promotes satisfaction. Bring your Hillman car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600-4632. [0668

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1951 (1950 show model) Hotchkiss 3½-litre Anjou saloon, colour grey with red leather upholstery, fitted with radio, heater, demister and Cotal electric gear box, speedometer reading 17,000 miles, in excellent condition throughout.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2965

CHIPSTEAD MOTORS, Ltd., offer from stock:—

1948 model Grand Sports short chassis sports saloon, £10 tax, Cotal electric gear box, radio, etc., terrific performance, as new.

SPECIAL sports saloon, March, 1936, immaculate.

SHORT chassis foursome coupe, late 1938, specimen.

SPORTS saloon, late 1939, similar to 1950 model, immaculate.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Flaxman 0052/7253/7154. [9025

HOTCHKISS 3½-litre Grand Sport black cabriolet 2-door 4-seater, 1937, first registered 1938, 35,000 miles; £750 or nearest reasonable offer.—Forester-Walker, 67, Canfield Gdns., N.W.6. Maida Vale 8038. [5485

1937 Hotchkiss Paris-Nice close-coupled coupe, in superb condition throughout, just re-upholstered in brown hide, over 90 mph, 17 mpg; £675.—Putter & Richards, 55, Kinnerton St., Wilton Place, Knightsbridge, S.W.1. [2612

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

UNOBTAINABLE spares for 1939; 10hp f.w.d., Hotchkiss Type B.58; crown wheel and pinion, timing chain, starting handle, brake cables, clutch operating plate, various gaskets, and other small parts.—H. M. Bentley & Partners, Ltd., 22, Grosvenor Crescent Mews, S.W.1. Sloane 9447. [5267

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6357

H.R.G. Cars Wanted

H.R.G. in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2279

H.R.G. Spares and Service

CHARLES FULLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594

HUDSON

ACRES offer:—

1938 Hudson 22hp saloon, radio, heater, completely sound throughout; £425.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [1902

HAROLD RADFORD & Co., Ltd.

1949 (February) Hudson Commodore saloon, colour two-toned grey, speedometer reading 16,501 miles, fitted with heater and radio, left-hand drive, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2964

DICKS CAR SALES, The Hudson Specialists, offer:—

1938 Hudson 22hp saloon, special de luxe model, very superior condition; £475.—Below.

1938 Hudson 17 saloon, full 6-seater, retrimmed; £495.

1939 Hudson 17 saloon, steering gear change, recond. engine; £525.

DICKS CAR SALES, Ltd. 485-401, High Rd., Kilburn, Maida Vale 6888-9. [2688

HUDSON

HUDSON 22hp, 1937, immaculate condition; £350.—H. Marshall, Kings Close, Whaddon, Bucks. Tel. Whaddon 215. [2836

£365.—1936 Hudson 21hp saloon full 6-seater, showroom condition, new tyres.—Greenacre Garage, Windsor. Tel. 1611. [2638

1937 Hudson de luxe saloon car, 21hp, in very sound condition, 20-25mpg; £200 or near offer.—Crabtree Engineers, Rochdale 4178. [2712

1939 Hudson 16.19 saloon, grey, fitted radio, in splendid condition; bargain £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1134

1937 (November) Hudson 8 saloon, 54,000 miles, recently reconditioned; £295.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1946

CASS'S MOTOR MART.—1938 Hudson 21.6hp saloon, just reconditioned dark maroon, red hide, reconditioned engine, radio, one owner; exchanges; written guarantee.—5, Warren St., W.1. Euston 3523. [7322

£395.—1937 Hudson 8 saloon, black with blue leather upholstery, heater and radio, bench type front seat, in exceptional condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [9022

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Hudsons (1937 onwards).—Wembley 8691/3903. [0465

Hudson Spares and Service

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17.—Motolympia, Welshpool. Tel. Oswestry 480. [0425

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—93-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0566

HUMBER

BROOKLANDS.

1949 Humber Super Snipe; choice of two.

103, New Bond St., London, W.1. Mayfair 8351/6. [9962

ACRES offer:—

1949 Humber Super Snipe, finished in green, brown upholstery, heater and radio, low mileage, carefully used and in magnificent condition throughout; first £1,195 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [1900

CAR MART, Ltd.

1950 Humber Hawk saloon, 5,000 miles, £1,525.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5211

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd, London W.6. Riverside 4646. [5022

OVERSEAS CARS, Ltd.

1949 (October) Humber Hawk saloon, black/brown leather, one owner, 27,500 miles, excellent throughout; £1,225.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [2992

PRIDE & CLARKE, Ltd.

£749.—1945 Humber pullman limousine, 7-seater, face-forward seats, with division, £10 per year tax, superb condition.

THREE months' guarantee; terms, exchanges, Hire.—Stockwell Rd., S.W.9. Brixton 6251. [5154

B. J. HUNTER, Ltd., offer:—

1950 model Humber Hawk saloon, fitted radio and heater, showroom condition throughout; £1,195.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2542

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe saloon, black, brown leather, heater, 9,000 miles; £1,875.

1949 Humber Pullman limousine, black, leather and cloth upholstery, radio and heater, 11,000 miles; £1,950.

1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 8,000 miles; £1,695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3611

WANSTEAD MOTORS, Ltd., offer:—

1948 (October) Humber Hawk, grey, 26,000 miles; £650; (trade).

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [1910

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Humber Super Snipe saloon, colour black, fitted radio, immaculate condition; £1,225.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3454

1950 Humber Hawk 16hp saloon, black, low mileage, perfect condition; £1,695.—Box 7566. [3511

1950 Humber Hawk saloon, 9,000 miles.—Autowork, Ltd., Winchester. Winchester 4834. [2797

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. (Rootes Group dealers), offer:—

1950 Humber Super Snipe saloon, metallic grey, radio, heater, 15,000 miles, perfect condition; £1,575.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [1163

1951 Type (Nov., '50) Humber super Snipe, 12,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only. [3159

1949 Humber Hawk, colour black and brown, heater, moderate mileage, taxed year; £1,175.—Below.

1947 Humber Hawk saloon, black, low mileage, H.M.V. radio, taxed, immaculate condition; £850.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [2230

CENTRAL GARAGE (CROYDON), Ltd., offer 1946 Humber Super Snipe, black, as new; £750.—Croydon 7464. [3434

1949 Humber Super Snipe, grey with grey hide upholstery, 12,000 miles; £1,250; terms, exchanges.

MASON BROTHERS, Motor Showrooms, 151-153, Fitzwilliam St., Off The Moor, Sheffield, 1. Tel. 24687. [9976

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £895.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2511

1950 Humber Hawk 14hp, perfectly maintained and in faultless condition, private sale, £1,300; seen at Camden Town.—Gulliver 5280. [3244

1947 Humber Pullman limousine, black with division and face-forward seats, excellent condition, not used as a hire car; £995.

G. & R. GARAGE, Ltd., 55, Victoria Rd., Surbiton. K Elmbridge 6755. [2593

1951 model Humber Super Snipe saloon, chauffeur driven, immaculate condition, radio, heater, etc., 14,000 miles; £1,800 or nearest.—Box 7592. [3590

1949 Humber Hawk saloon, black, with brown leather, very carefully maintained; £1,095.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [2900

1947 (Dec.) Humber Snipe saloon, one owner, chauffeur kept in faultless condition; £795.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [2279

1947 (November) Humber Pullman limousine, black, privately owned, excellent order, taxed year; £925.—Packhorse Garage, Watling St., nr. Dunstable, Beds. [2152

1947 (Jan.) Humber Hawk 14hp 4-door de luxe saloon, one owner, genuine 5,900 miles; £1,050.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 667-8. [3304

1951 (Oct., 1950) Humber Super Snipe saloon, black, perfect condition, heater and radio, 14,500 miles; £1,700.—Write R. K. MacRoberts, 16, Pinsbury Circus, E.C.2. [5297

1949 Humber Super Snipe saloon, first registered 29.3.49, finished black, with brown leather upholstery, one owner, fitted H.M.V. radio and heater, in very good condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2692

510 gns.—1940 (first reg. 1945) Humber 16.9hp D.L. saloon, recond. engine fitted 1949, 8,200mph on top; £180 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 5211. [2125

ABSOLUTE bargain.—1936 37 Humber 12 saloon, reconditioned engine, 14,000 miles, mechanically excellent, worth £350; best offer over £275 by March, 15; secures, owner gone overseas.—Bat. 5169. [2632

1949 (October) Humber Hawk saloon, many extras, 22,000 miles, immaculate; part exchanges, deferred terms, written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [2167

1951 series Humber Super Snipe saloon, first registered 9/12/50, finished dark green, with beige leather upholstery, one owner, B.M.T.A. permission to sell free of covenant, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2891

1950 Humber Super Snipe drop head coupe by Tickford, silver sand, special all leather red upholstery, 28,000 miles, one driver, bodywork as new, heater, radio; £2,000 or near offer; seen London or Oxford.—Box 7427. [2505

1951 model Humber Super Snipe, one private owner, carefully driven, fitted with de luxe Radiomobile, front and rear speakers, heater and fog lamps, whole car as new.—Kennet Motor Works (1948), Ltd., Hungerford 64. [3660

1950 Humber Hawk, in faultless condition throughout having recently been overhauled by Rootes; 3 months' guarantee; reasonable offers invited.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [2908

1950 series Humber pullman limousine in immaculate condition; black with black leather upholstery in the front and fawn cloth in the rear; two occasional face-forward seats; mileage 14,000; price £1,895.—Applegard of Leeds, Ltd., North St., Leeds. [1734

TUDOR AUTO SERVICES, LIMITED, Humber agents have for sale 1950 Humber Super Snipe saloon, 1,300 miles only, steel grey with grey leather upholstery; this car has been carefully used by the owner, and maintained by us since new, is in superb condition; price £1,450; for inspection or trial.—Tel Hurstway 1262. [9737

1951 Humber pullman limousine, first regd. 19.2.51, black with black leather to front. Bedford cord to the rear, with electric power-operated division, radio, heaters to front and rear, special heavy duty Police-type dynamo and large capacity batteries, special strip lighting in rear, quarter blinds in rear; special VC12 convertor so that dictaphone or tape machine can be used in rear with normal voltage, guaranteed mileage 8,267; £1,950; cars considered in exchange.—Herbert Robinson Ltd., Cambridge. Tel. 4461. [9140

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

A & S Limousines, 1937, sweet back, partition, widest occasionals, Thrupp & Maberly, black. £675. A.so

1947 Limousine, partition, forward occasionals, wonderful order throughout, low mileage, bargain value.

1949 Limousine, Phase II, low mileage, original owner, partition, forward occasionals, delightful condition, reasonable cost.

HEARSE 1952. Latest streamlined hearer Hearse, lavishly equipped, exclusive design, ready service, reasonable cost, brochure despatched. Below

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [2910

Humber Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0672

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 4401.

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

1950 Humber Super Snipe saloon required.—Durngate House, Winchester. [2604

HUMBER in good condition wanted.—32, Brockham Drive, Ilford, Essex. Valentine 2098. [9448

CASH immediately for good Humber.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [3086

AS new, post-war Humber required.—Fortune, 5, Rose Court, Kingston Hill, Surrey. Tulse Hill 1288 (day).

WANTED, 1949/50 Humber Hawk saloon, covenant free; no dealers.—J. Ison, 94, Ditton Fields, Cambridge. [3141

CASH buyers of low mileage Humber Hawks; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

PHOENIX MOTOR Co. (SURREY), Ltd., urgently require Humber Hawks and Super Snipes.—Phoenix House, High St., Sutton, Surrey. Vigilant 1121 (6 lines). [7349

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 160-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

CRIPPS, of Nottingham urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381 [0553

Humber Spares and Service

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0780

THE Humber Specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories.

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

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HOUNSLOW (Hounslow 5454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

R. F. FUGGLE, Ltd.

1949 3½-litre Jaguar saloon, black, Ace discs, mileage 6,800, equal to new in every way: £1,575.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4380

SAUL & SLATTER Ltd., offer:—

1948 Jaguar 2½-litre saloon, one owner, black with brown leather upholstery, in excellent condition, overhauled engine £1,075.

1948 Jaguar 3½-litre saloon, black, in excellent condition throughout: £1,050.

44 46, Aldermans Hill, N.13. Tel. Palmers Green 1205-7173. [3551

JAGUAR

B. J. HUNTER Ltd., offer:—

1948 Jaguar 1½-litre saloon, special equipment model, showroom condition: £995.—Below

1939 Jaguar 1½-litre saloon, just fitted reconditioned engine: £525.—Below

1939 Jaguar 1½-litre drop head foursome coupe, just reconditioned and rebored, genuine car: £495.

B. J. HUNTER Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 4303. [1140

WARWICK WRIGHT, Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, black, brown leather, 10,000 miles: £1,925.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2270

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [5061

GUY SALMON AUTOMOBILES Ltd., offer:—

1948 Jaguar 1½-litre special equipment saloon, black, brown leather. Ace discs, in immaculate condition. £1,125; another, 17,000 miles, colour metallic grey, £1,095.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [3489

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 (December) Jaguar 3½-litre saloon, grey with pigskin upholstery, low mileage, faultless condition: £950.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [3492

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

JAGUAR Mark V 3½-litre saloon, registered October 1950, one owner, finished metallic grey, red leather, radio, heater. £1,095.

JAGUAR 3½-litre drop head foursome coupe, registered October 1948, finished black, brown leather, red hood, heater, radio, discs. [3170

GORDON CARS (LONDON) Ltd.—1950 Jaguar 3½-litre Mark V saloon: £1,975.

GORDON CARS (LONDON) Ltd.—1950 Jaguar 2½-litre Mark V saloon: £1,900.

GORDON CARS (LONDON) Ltd.—1949 Jaguar 2½-litre Mark V saloon: £1,750.

GORDON CARS (LONDON) Ltd.—1948 Jaguar 1½-litre saloon: £1,095.

GORDON CARS (LONDON) Ltd.—1947 Jaguar 3½-litre saloon: £1,025.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3461

1950 Jaguar Mark V 3½-litre saloon, dove grey, heater, rimbellishers, one owner.

RIPPON, Ltd. (Jaguars Only), 1, Albermarle St., Mayfair, London, W.1. Regent 2952. [3042

BEARTS of Kingston, Jaguar specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin. 2248

£550.—Jaguar 1½-litre 1939 4-dr. sln., fully equipped, particularly well kept; choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [2729

1950 Jaguar 3½ Mark V saloon, low mileage, chauffeur maintained, one owner, seen Sussex.—Box 7593. [3591

1948 Jaguar 3½-litre saloon, grey, mileage 21,500, heater, radio, good condition.—16 Murray Rd., Workinston. Tel. 405. [3069

1948 Jaguar 1½-litre saloon de luxe, black, brown upholstery, recently fitted new engine, good tyres, in excellent condition.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham Bucks. Denham 2266. [8367

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate, E.7. Maryland 4816-9. [0700

1948 series Jaguar 2½-litre special equipment saloon, superb condition, £900.—Palmers Motors, Ltd., Church St., Luton 4212. [2129

1947 Jaguar 3½-litre saloon, black, with brown leather, sliding head, heater; available London second half April; offers.—Box 7617. [3643

1947-8 Jaguar 1½-litre Jaguar special equipment saloon, cream, green leather upholstery, extremely nice condition throughout: £925.

BIRKETT MOTORS Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [6352

1946 (November) Jaguar 1½-litre special equipment saloon, 31,000 miles, one owner, black/brown leather; magnificent condition: £835.

H. A. SAUNDERS Ltd., 350, Euston Rd., N.W.1. Euston 4511. [3327

1948 3½-litre Jaguar, 20,000 miles; £1,025.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

BUTONS, Ltd.—1947 3½-litre Jaguar saloon, unblemished, superb order; £895.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1248. [2668

1946 (Oct.) Jaguar 1½-litre saloon, black/brown leather, new engine, 5,000 miles; £765.—Economy Car Service, Rickmansworth 3326-5151. [3334

JAGUAR 1939 Model 3½-litre, real nice condition, stored past 5-6 years: £350, consider exchange.—176, Victoria Rd., Aston, Birmingham. Eas. 0903. [3076

1947 model 3½-litre Jaguar saloon, first registered December 1946, one owner, chauffeur maintained, first-class condition; £1,050; offers considered.—Box 7547. [2848

1950 Jaguar 3½-litre Mark V, green, H.M.V radio, small mileage, immaculate; £1,850.—Silverthorne Motors Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [3431

LANCASHIRE specialised sales, repair and spare parts service; large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4407. [0969

£695.—1948 Jaguar 1½-litre saloon, new work's engine recently fitted, brand new tyres, total mileage 40,000 odd, one owner, exceptional condition.—Little Primrose 2118. [3146

£1,[illegible]—litre 1937 Jaguar saloon, black, grey leather, excellent condition; £375; terms.—Oondor Motors, Ltd., 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 6467, 9199. [3472

JAGUAR

XK120 (Dec., 1950), 10,000 miles, immaculate condition, fitted radio, never been raced; £2,150.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. [2970

CAMDEN MOTORS.—Jaguar Mark V 3½-litre saloon, late 1949, silver grey, red leather, heater, etc., etc., one of the finest we have seen, superb low mileage specimen: £1,845.

CAMDEN MOTORS.—Jaguar Mark V 3½-litre saloon, 1949 (Jan.) in black, seat covers, H.M.V. radio, etc., serviced by county distributors every 2,000 miles, another immaculate low mileage model; £1,575.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, January, 1949, metallic grey, red leather, H.M.V. radio, heater and all special equipment, superb performance, unrepeatable value for money: £995.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, another outstanding post-war specimen in our usual exclusive condition: £845.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, post-war registration and £10 tax, very late pre-war model, particularly nice order, special opportunity: £595.

CAMDEN MOTORS.—Jaguar 3½-litre foursome drop head coupe, 1939, scarce and highly prized model, typical Jaguar 3½ performance; £495.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947, in black late property of chief technical engineer, fastidiously maintained and serviced since new, full special equipment, 19,600 very careful miles; £845.

CAMDEN MOTORS.—Jaguar 2½ sports saloon 1936, engine reconditioned last Autumn, original paintwork, very fast; £325.

CAMDEN MOTORS.—Jaguar 2½ sports saloon, 1936, engine reconditioned last Autumn, original paintwork, very fast; £325.

CAMDEN MOTORS.—Jaguar 1½hp 1½-litre special equipment saloon, late 1947, in Jaguar green, attractive looking car in outstanding mechanical order, air conditioning, nasslights discs, etc.; £895.

CAMDEN MOTORS.—Jaguar 1½-litre 1½hp sports saloon 1939, one Jaguar enthusiast owner since new, original silver grey finish with red leather, excellent tyres; £795.

CAMDEN MOTORS.—Jaguar 1½-litre 1½hp sports saloon, 1939, black/brown, fitted discs, etc., very lively engine outstanding opportunity at only; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 1½hp sports saloon, resprayed in silver grey, very attractive appearance, engine just decoked and brakes relined in our workshops, strongly recommended; £550.

CAMDEN MOTORS.—Jaguar 1½-litre foursome drop head coupe, 1938, in especially nice condition for a pre-war car, original Jaguar green cellulose, brand new dark grey mohair hood, interior leather and trimming well maintained, good engine and tyres, discs, pass lights, etc.; £495.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Phone 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country; showrooms open till 7 p.m., Monday-Saturday. [2174

1939 Jaguar 1½-litre drop head coupe, cream, reconditioned engine, sleeves, 14,000 miles agc new battery; £650.—Thomas, Coppice House, Bradford-on-Avon, Wilts. Tel. 2285. [3065

1949 (Dec., 1948) Jaguar 2½-litre saloon, black/brown leather, 14,000 miles recorded, in perfect condition throughout; £1,195.—L. F. Dove, Ltd., Guildford Rd., Woking 1262. [5196

1938 S.S.100 2½-litre sports 2-seater, recently thoroughly overhauled at cost of £175 (receipt available); A.A. or R.A.C. inspection welcomed; 3 months' written guarantee; £575.

C. W. MOORE'S Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [3227

1949 (September) 1950 series Mk. V Jaguar, one owner, 12,000 miles only, black with red leather, very good condition; £1,650.—John Trigg, Ltd., Fortnoth Rd., Esher. Esher 1254. [2106

1947 Jaguar 3½-litre saloon, black, 4,000 miles since new engine and complete Henly overhaul, H.M.V. radio, heater, discs, taxed year; offers over £885.—21, Mount Park Crescent, Ealing. Perivale 1357. [3395

1949 (June) Jaguar Mark V 3½-litre saloon, black with brown leather, one owner, 17,000 mls., perfect; £1,585.—Gibsons Sports Cars (Ashurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3461

1950 Jaguar Mark V, suede green, mileage 16,000, H.M.V. radio, heater, front tyres and battery brand new, lovely condition; £1,900.—Seen London. Tel. Halford Mansion 1946, or week-ends Woldingham. Tel. 2146. [3061

1946 (Dec.) Jaguar 3½-litre saloon, black/red, 37,000 miles, immaculate, maintained by one private owner, as new.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.8. Western 4351. Trade only. [3602

OPPORTUNITY!!! 1949 Jaguar 3½-litre saloon, one owner since new, unrepeatable bargain, £1,095; also 36 2½-litre saloon, really above average condition, 5 new tyres; £350.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3426

ROSE & YOUNG, Ltd., offer: 1950 Jaguar 3½-litre Mk. Mark V saloon, low mileage, immaculate condition, fitted H.M.V. radio and heater; £1,645.—65-69, Streatham Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464 [3195

1939 1½-litre Jaguar saloon, in unusually fine condition throughout, black paintwork unmarked brown hide interior upholstery, carpets replaced, tyres, chromium very good, mechanically first class and guaranteed; £595; exchanges, terms

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilfor 0681 [5616

1938/9 Jaguar 3½-litre saloon, beautifully finished in black with leather interior and new fitted carpets, fitted Lucas P100 chrome head lamps and twin Windtone horns and twin pass lamps, engine overhauled and rebored in Jan., 1951, in excellent condition, fitted with new Zenith downdraught carburettor specially tuned for petrol economy, this car will genuinely average 22 to 25 mpg and will cruise at between 60 and 70 mph, fitted discs, a genuine bargain, £425; taxed, and delivered free, terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6. Pen. 3457. [1832

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

695 gns.—Jaguar, July, 1946, 3½-litre 4-door saloon, black, sliding head, brown leather, one careful owner, excellent condition, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3264

X K120 Jaguar, in brown with red and cream leather, registered December 1950, taxed part 1951 only, out of covenant, not used competitions or racing, mileage under 6,000, original tyres hardly worn, perfect condition; genuine reason for sale; £2,250.—Box 7470. [2705

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C M THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3454. [0673

H HENLYS, Ltd.,

E NGLAND'S Largest Jaguar Distributors.

D EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2387.)

H ENLY House, 385, Euston Rd., N.W.1. (Euston 6444.)

G REAT West Rd. (Ealing 3477), Official Jaguar Service Station.

C AMDEN TOWN SERVICE STATION (Gulliver 4141).

M ANCHESTER.—1-5, Peter St. (Blackfriars 7843).

H ENLYS, Ltd., England's Leading Motor Agents. [0028

R OWLAND SMITH'S.

R OWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

C OOMBS & SONS (GUILDFORD), Ltd.

U RGENTLY wanted, good condition, post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234

S AUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

M AIN dealers, urgently require modern Jaguar cars. —Tel. Palmers Green 1205/7173. [2506

O FFER your Jaguar to Ripco, 16, Albemarle St., Mayfair, W.1. Regent 2952. [3052

M ARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15.

W ANTED, Jaguar Mark V saloon, no dealers, covenant free.—J. Chapman, 6, Green Park, Cambridge. [3142

C ASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

1950 Jaguar Mk. V saloon, low mileage; state price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [3004

R OSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 4464 and 8182. [0481

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H HENLYS, Ltd.,

E NGLAND'S Largest Jaguar Service Station.

G REAT West Rd., Brentford (Ealing 3477).

S PARES and replacement engines for all models.

A ND at Manchester, Cheetham Hill Rd., Deansgate 6816-7.

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S AUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

F ULL stock of spares; Jaguar repairs and maintenance.—Service station: Green Lanes, N.13. Palmers Green 1205/7173. [2507

R EPAIRS; reconditioned gear boxes (guaranteed). —10, Winchester Mews, N.W.3. Pri. 2647.

P EERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tely. 22594. [0450

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares. —521, Romford Rd., Forest Gate, E.7. Maryland 4816-9.

L EONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528

W EMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

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1950 (first reg.) Jeeps, all types, spares.—Davies & Grove, 1-5, Dorset Close, N.W.1. Pad. 3343. [0619

J EEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

M OTORCART GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

J EEPS, right or l.h.d., range of woodwork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0620

J ACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom. Spares and Service, 18, Providence Court, W.1. Mayfair 5242. [0190

A RMY-TYPE Jeeps, 4 by 4 standard, low mileages, khaki, hoods, spare wheel, from £275; leaflets on request.—Grant Motors, 122, The Avenue, N.W.6. Wil. 0119. [1963

£245.—Registered 1947 Willys Jeep. Fitted attractive utility body, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4963

M ETAMETS 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 20mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

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£175.—Willys Jeep, £10 tax, oil consumption negligible, three military, two civilians, strong enclosed body, indicators, wiper, good on petrol, most of life spent on main roads.—Apply Chief Reporter, North Wales Chronicle, Bangor, or Tel. Bangor 969. [3033

U NIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine gear box, water pump, etc.; new hoods, gasket, sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035

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J EEP in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2280

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J EEP in sound order.—Gp. Capt. Collins, Durlstone Manor, Champion Hill, S.E.5. [2046

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100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (See under Jeeps). [0568

M ETAMET for all Jeeps, spares, exchange unit service, expert Jeep repairs; to order spares 'phone Hampstead 8251.—100, Belsize Lane, N.W.3. [0539

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C ASS'S MOTOR MART.—1938 Jensen 3½-litre sports saloon, just recellulosed maroon and factory engine fitted; exchanges; written guarantee.—5, Warren St., W.1. Euston 4110. [4648

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P IRBRIGHT, Surrey, remind Jowett owners that Jowett Cars, Ltd., recommend that their cars are serviced by Jowett main agents.

W E are official Jowett main agents and operate a day and night service in the Woking, Aldershot and Guildford area. We regard ourselves as the Jowett centre in the south and have factory trained mechanics available, qualified to deal with all Jowett models. We also have a large stock of reconditioned used Jowett cars, utilities and vans which carry our six months' guarantee.

TRADE enquiries invited.

C LARKE'S OF PIRBRIGHT, Automobile Engineers, Pirbright, Surrey. Brookwood 2201-2. [0322

H. A. SAUNDERS, Ltd., offer:—

1950 Jowett Javelin de luxe saloon, maroon with beige upholstery, heater, etc., 14,000 miles; £1,145.

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D ENHAM SERVICE STATION, Ltd.

T HE Used Javelin enthusiasts offer:—

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D ENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [2189

G ORDON CARS (LONDON) Ltd.—1950 Jowett Javelin de luxe saloon; £1,175.

G ORDON CARS (LONDON) Ltd.—1950 Jowett Javelin standard saloon; £1,025.

G ORDON CARS (LONDON) Ltd.—1949 Jowett Javelin de luxe saloon; £975.

G ORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [3460

1950 Javelin de luxe saloon, one owner, grey with red leather, unmarked; guaranteed £1,095.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2770

1949 Javelin saloon, 17,000 miles, exceptional condition; £950.—Haskins, Ladbroke 1155. [2975

J OWETT Javelin 1949, 22,000 miles, condition as new, heater; offers to—Wikeley, Barlow via Sheffield. Tel. Holmesfield 358. [3056

1950 Javelin saloon, fitted heater, loose covers, perfect throughout. £1,100.—Buntings, Harrow 6225/6. [3608

1950 (May) Javelin de luxe saloon, low mileage, immaculate, taxed; £1,100.—Gothard, Chesterfield 2870. [2852

J OWETT and Javelin main agents, spare and specialised service.—Gulliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422

1950 de luxe Javelin saloon, black/brown, H.M.V. radio, 5,200 miles, immaculate; £1,175.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. [3127

£885.—1948 (November) Jowett Javelin de luxe saloon, black, red leather interior, heater, loose covers, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9489

1951 (Oct. 1950) Javelin de luxe saloon, metallic grey, red upholstery, fitted heater and H.M.V. radio, low mileage; £1,145.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [3477

1948 Javelin, de luxe model, hide upholstery, just fitted new engine with latest type crankshaft; £975.—Potter & Richards, 35, Kinnerton St., Wilton Place, Knightsbridge, S.W.1. [2613

C OOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

J OWETT Javelin 1948 (Dec.) de luxe saloon, heater, H.M.V. wireless, fog light, leather upholstery, meticulously maintained by sole owner (engineers' specialist); receipts for complete pre-sale overhaul by main agents, unused since, total mileage 27,000, genuine opportunity to acquire first-class car in perfect condition; owner willing to give any trial by appointment; £925.—Waterlow House, Ham Court, Wevbridge 3993. [3333

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£325.—1939 model Jowett 8hp 4-door saloon, absolutely genuine car throughout, the roomiest and most economical eight on the road; 30 other cars; terms.—Traynor Motors of East Ham, Grangewood 2550/5634. [3226

1950 Jowett Javelin de luxe, black, brown leather, 12,000 miles, an exceptionally good example throughout; £1,195; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3231

R OSE & YOUNG, Ltd., offer: 1949 Javelin de luxe saloon, immaculate condition, leather upholstery, heater; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [3152

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C M THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0674

R OWLAND SMITH'S.

R OWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

L OW-MILEAGE 1950 Javelin required.—R. H. B., Streatham 4232. [3659

J OWETT in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2281

A LMOST new Jowett required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

D ENHAM SERVICE STATION, Ltd., wish to buy late model, low mileage Javelins.—Oxford Rd., Denham, Bucks. Denham 2266. [7451

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M ILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. **L**ARGEST stock spares in Southern England, immediate despatch trade or private.—Tel. Erith 2469, 2828. 506, Erith Rd., Bexleyheath. [0571

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JOWETT Javelin, Jupiter and Bradford; for the convenience of the trade full spares, service, repairs and guarantee claims facilities now available at 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). [0023

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1951 (Dec., 1950) Henry J. saloon, black with nylon interior, white wall tyres, 13,000 miles, in showroom condition, the last word in American design and coachwork.—Gilroy of Edinburgh, Cockburn St. Tel. Caledonia 3373. [3055

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1950 Lagonda 2.6-litre saloon, black, speedometer 5,000.

B UY or sell your car.

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1937 Series L.G.45 Lagonda 4½ saloon, magnificent car, engine recently stripped and rebuilt, very clean throughout, exceptionally nice chassis, 75/80 in third with ease; £475; A.A. or R.A.C. inspection if desired; terms to suit.

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H AROLD RADFORD & Co., Ltd.,

O FFICIALLY appointed Lagonda retailers.

S ALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0244

4½-litre Lagonda pillarless saloon, a superb specimen with pedigree; £425.

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P ERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars."

A NTHONY CROOK offers 1939 V.12 Lagonda, grey, one owner, immaculate.—Anthony Crook Motors, Oatlands, Weybridge, Surrey. Tel. 2232-3. [9607

L AGONDA 1940 V12 Rapide short chassis drop head coupe, immaculate and original condition, nominal mileage only.—Simmons, Grosvenor 2635. [3474

L AGONDA 4½-litre 1937, blk. sln., chauffeur kept, 16,000 miles, using no oil, immac.; £695, o.n.o.; passed 1.5.52 R.A.C., perfect.—32, Willersley Ave., Sidcup, Kent. Footscray 7255. [3178

1935 Lagonda 3½-litre saloon, recent overhaul, new carbs., new tyres, battery, etc., carefully maintained, mileage 61,000, red hide interior in spotless cond.; £495, terms, exchanges, insurances; open daily 9 a.m. to 7.30 p.m.

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DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), offer:—

1934 4½-litre saloon, grey, chassis and coachwork in splendid order, new tyres.

1934 4½-litre 4-seater drop head coupe, recently reconditioned throughout.

1936 4½-litre 4-seater drop head coupe, black, radio, demisters, £700 expended on comprehensive overhaul.

1937 4½-litre 4-seater drop head coupe, maroon, negligible mileage since £500 overhaul.

1938 V.12 sports saloon, coachwork repainted and reconditioned, chassis completely checked, an outstanding example.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-8-9 or (private) Popesgrove 5354. [0287

1939 Lagonda V.12 2/3-seater Rapide drop head coupe. Sanction two engine, recent comp ete overhaul, beautiful condition, very fast; £1,795.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [1662

1939 1940 Lagonda V.12, in super condition, 1952 appearance, just completely overhauled and rewired, set of new tyres, genuine 120mph motor car.—Kennet Motor Works (1949), Ltd., Hungerford 64.

1595 gns.—Lagonda V/12, July, 1938, Mulliner Special razor-edge 4-door 7-seater Sedanca de Ville, black with chromium waistline, front compartment upholstered fawn leather, rear seats figured tapestry, polished walnut fillets and panelling, safety glass sliding partition, concealed face-forward occasional seats; luxuriously equipped with passenger controlled air conditioning and remote speaker radio, smoker's companion, built-in cocktail cabinet and numerous other extras; spacious rear luggage boot with fitted tool tray, Lucas long-range headlamps, twin passlights, trumpet horns, integral hydraulic jacking system, Ace discs, excellent tyres including 2 new spares, small mileage, very carefully used; completely unmarked and in superlative condition; originally cost over £2,000; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3365

Lagonda Cars Wanted

V12 short chassis saloon, 1939 or 1940; private buyer.—Box 7567.

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers to service overhauls and spares for the 4½-litre V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0936

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. 3457-8 or (private) Popesgrove 5354. We are open to Saturday mornings. [0217

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 10hp saloon (1947), black, with red leather, loose covers, 19,000 miles, excellent condition; £995.

STRATSTONE, Ltd., 40, Berkeley St., W.1. (Mayfair 5404). Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [2901

1939 Lanchester 14hp Roadrider de luxe saloon, mechanical and coachwork condition excellent.

RIPCO, Ltd. (Lanchesters purchased), 18, Albemarle St., Mayfair, London, W.1. Regent 2982. [3048

LANCHESTER 14hp saloon, 1937, low mileage, beautiful condition, 25-30 mpg. mechanically perfect; £425.—Claygate 2317. [2045

1937 Lanchester 14 Roadrider saloon, guaranteed; £345; payments.—Oldfield, 386, Kensington High St., W.14. Western 6831. [3164

1938 Lanchester 14hp de luxe saloon; one owner only; extremely nice condition.—Colin Haines Ltd., 30a, Bourdon St., W.1. Mayfair 2336. [3379

1946 Lanchester 10 saloon, blue, moderate mileage, nice car; £765.—Silverthorne Motors Ltd., 1013, Finchley Rd., N.W.11. Meadway 2289. [3435

SPINK (BOURNEMOUTH) Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405 [0545

CLASS'S MOTOR MART.—Lanchester Roadrider 14 sports saloon, grey, 25,000 miles, one owner; £550; exchanges; written guarantee.—8, Warren St., W.1. Euston 4110. [3220

1939 Lanchester 11hp, reconditioned engine, gear box, recirculoseal, new tyres, fine condition throughout; £475.—Earle & Kent, Ltd., Chantry Garage, Saxmundham, Suffolk. [2840

1947 Lanchester 10hp, mechanically perfect, green cellulose absolutely as new; interior very clean and upholstered green leather; car of quality in beautiful condition; £895.

CLARK BROS., The Soho Garage, 21, Soho Sq., W.1. [3630

1939 Lanchester Roadrider, fitted drop head foursome coupe body by Ranalah; extras include telecontrol shock absorbers, radio, Continental-type horns, 5 practically new tyres, cellulose in two shades of blue; £625.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [2589

ORIGINAL owner wishes to sell Lanchester 18 special saloon, 13,000 miles since new, all original tyres, beautiful condition, interior unmarked; viewed by appointment; £750.—Mrs. A. Sladen, Lych Gate, Chobham Rd., Camberley. [3075

LANCHESTER 10, 1934, converted attractive grey shooting brake, 1950, well maintained; first-class order; photograph available; suitable business and private use; £185.—Haslam, 34, Chaldon Way, Coulsdon, Surrey. Downland 1458. [3400

Lanchester Cars Wanted

GOOD used 11-14hp Lanchesters wanted, later models preferred; traders also please note.—London Cars, 582/6, Greenford Rd., Greenford, Middx. Waxlow 2643

Lanchester Cars Wanted

PRIVATELY, post-war 10, must be in excellent condition, state mileage.—Box 7616. [3642

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Lanchester.—H. F. Edwards, 200 Ock Portland St., W.1. Langham 0012. [3099

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

173 Westbourne Grove, W.11. Bay. 4274. [7214

CHIPSTEAD MOTORS, Ltd., offer:—

APRILIA special bodied sports saloon, 1938/9, excellent condition.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/1151 [6260

1937 Lancia Aprilia, fitted radio, new tyres heater tele control shock absorbers, several other extras, very clean car.

L. F. WARD 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [1580

LANCIA Aprilia drop head coupe by Farina, 1939, tax £10, well maintained, fitted with latest Weber dual carburettor and manifold, privately owned; £850.

SEEN at County Garage, Sackville St., Manchester, 1. Tel. Cen. 8011. [2761

DRIVE a Lancia and feel 10 years younger! 1939 Aprilia saloon, showroom condition, guaranteed.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [9712

ARDEA, registered 1948, a rare and most desirable model, 905cc. 4-speed, capable 80 m.p.h. and 40 m.p.g.; a smaller edition of the Aprilla, in first-class condition throughout; £795.—Derrington, 159-161 London Rd., Kingston 5621. [1519

1935 (Oct.) Augusta saloon 30mpg. over £200 just spent on parts alone, including new block head, pistons, bearings, reground crankshaft, rebuilt wheels, tyres, rechromed, etc., etc.; £375.—D. H. C. Hull, Pinmere, nr. Buckingham, Pinmere 261. [3081

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393.

LANCIA in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563.

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274.

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—Information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520

LEA-FRANCIS

CHARLES POLLETT, Ltd., Sole Distributors London and Home Counties, offer:—

1950 Lea-Francis estate car, one owner, 8,000 mi'es only; serviced and guaranteed; £1,250.

1951 model Lea-Francis 14hp saloon, maroon maroon leather, one owner, radio heater and loose covers, 22,000 miles, serviced and guaranteed; £1,585.

1950 Lea-Francis 14hp streamlined saloon, gunmetal, red leather, 15,000 miles, fitted radio, heater and demister, perfect order, guaranteed; £1,025.

1950 Lea-Francis 2½-litre 2/4-seater, gunmetal, green leather, one owner 14,000 miles only, new hood, serviced and guaranteed; £1,525.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [3116

LEA-FRANCIS 1951 (July) 14hp black saloon, as new seven hundred miles, fitted radio, heater, etc (B.M.T.A. permission); £1,520.—Benfield, 28, St. Leonards Rd., Tattenham Corner, Epsom.

Lea-Francis Cars Wanted

LEA-FRANCIS in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7 [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60304-5-6.

CHARLES POLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

LINCOLN

SIMPSON'S MOTORS offer 1948 Lincoln saloon, fitted with extras.—Wembley 8691/3903.

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Lincolns (1937 onwards).—Wembley 8691/3903.

LINCOLN-ZEPHYR

LINCOLN-ZEPHYR saloon, excellent condition, fitted V.8 engine; £285.—Broomside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [9562

LLOYD

325 gns.—Lloyd 650, November 1949, 6hp 2/4-seater roadster, cream, fawn leather, very good condition; exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3266

Lloyd Cars Wanted

LLOYD, in good condition, wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2285

Mercedes Cars Wanted

MERCEDES in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2285

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1951 type 170V, 14hp saloon with Continental steering, black, with brown/red cloth and maroon loose covers; radio; mileage under 8,500.—Victoria 8715. [3550

ACLAND & TABOR, Ltd., Welwyn 461, offer with 3 months' guarantee:—

MERCEDES type 540K foursome coupe, finished metallic blue, recently checked over, very attractive car. [3171

500K supercharged drop head coupe, ex Dorothy Paget, mileage 27,000, coachwork unmarked, stored eleven years at Mercedes Benz; £1,295.—Box 7436. [2747

1938 Mercedes-Benz 540K, fitted with English drop head coupe body, right-hand steering, 48,000 miles, in excellent order throughout, one owner 13 years; price £1,695 or near offer.—Box 7615. [3641

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [7003

MERCURY

1947 Ford Mercury de luxe 4-door saloon, radio and heater, beautiful condition throughout; £995.

METCALFE & MUNDY, Adam & Eve Mews, Kensington, W.8. Tel. Western 4795. [3564

M.G.

PC PERFORMANCE CARS.

FINEST selection of M.G.s; three months' written guarantee. We offer:—

M.G. T.C. 2-seater roadster, many extras, specimen car, 1948; £695.

M.G. 2-litre d.h. foursome, 1937, £395; M.G. 2-litre saloon, 1936, £225.

M.G. Magnette 2-seater, fitted reconditioned Ford 10 engine and gear box, 1936, £275.

M.G. K.N. Magnette saloon, 1935, £175; M.G. 12hp 4-seater, 1934, £185.

M.G. P.A. 6hp 4-seater, 1934, £265; M.G. J 2 6hp 2-seater, 1933, £195.

M.G. Sales, Spares and Service. See also under "Sports Cars."

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4 lines).

CAR MART, Ltd.

1950 M.G. 1¼-litre saloon, 6,000 miles; £1,225.

1947 M.G. T.C. 2-seater, 14,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3212

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1937 M.G. 2-litre drop head foursome coupe, finished black with red leather upholstery, practically new hood, 5 nearly new tyres, superb performance, recent complete engine overhaul; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [3424

BOON & PORTER, Ltd.

1950 (Sept.) 1¼-litre saloon, green with green leather, as new throughout, mileage 5,000; £1,225.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. [2927

JACK ROSE, Ltd., offer:—

1949 model T.C. M.G. 2-seater, in exceptional condition, colour British Racing green; accept £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1135

WOODBAIN CARS offer:—

£320—M.G. 10hp 1937 T-type sports 2-seater, fast attractive car at most competitive price, exce lent hood.

£265—M.G. 6hp P-type sports 4-seater, Jewellescence red, mechanically excellent and very smart.

£215—M.G. 12hp N-type Magnette open 2-seater, really fast job, ideal for enthusiast who puts performance before paintwork.

£198—M.G. 6hp J2 open sports 2-seater, blue, stoneguards, etc.

MANY other M.G.s in stock; terms.—Woodbain Cars.

The M.G. Specialists 6 and 12 Eton Garages, Eton Ave., N.W.3. Primrose 9485. [3115

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

TOM GARNER, Ltd., offer:—

1950 M.G. 1½-litre saloon, sun bronze with beige. 7,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2792

RAYBERN CARS, Ltd., offer:

1949 M.G. T.C. 2-seater, in excellent condition throughout, engine overhauled by Laystalls, fitted chromard liners; unrepeatable bargain. £675.—Alton Rd., Richmond, Surrey. Richmond 0469. [3352

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, maroon, beige leather, 7,000 miles. £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3610

1946 M.G. T.C.; in excellent condition; £625.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [3339

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £775.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £625.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1651. [6157

M.G. T.C., 1949, sky blue; one owner; £775.—Box 7591. [3362

GORDON CARS (LONDON), Ltd.—1950 M.G. 1¼-litre saloon; £1,095.

GORDON House, 575, Euston Rd., London, N.W.1. Euston 6611. [3456

M.G. 2-litre saloon, excellent condition; £475, or nearest.—Box 7606. [3630

1950 M.G. 1¼ saloon, 13,000 miles, one owner, very clean car.

L. F. WARD, 7, Hanover Court Yard, Hanover St., W.1. Mayfair 0146. [3561

1946 M.G. T.C. model, green, green leather, 22,000 miles, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [2781

1947 M.G. 2-seater, black, green upholstery, 19,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 6361). [2983

1940 M.G. 2.6-litre saloon, finished in black with brown leather upholstery, fitted radio.

THE CHESTER ENGINEERING Co., Ltd., City Rd., Chester. Tel. Chester 23177. [2717

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 8346.

1950 T.D., blue, 10,000 miles, fast car, good condition; best offer over £900.—Box 7270. [3579

M.G. 2-litre coupe, 1938, engine perfect, good condition; £450.—Fawcus, Upper Colwall, Malvern. [3054

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 1141.

1936 M.G. N.A. Magnette 4-seater sports, 36,000 miles, one owner, original condition; £355, ono.

M.G. 750 Q type 2-seater, racing, supercharged, road equipment; £475.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham. Tel. Mit. 3592. [2588

CENTRAL GARAGE (CROYDON), Ltd., offer: 1946 M.G. T.C., remarkable condition throughout; £650.—Croydon 7464. [3433

1946 (Oct.) T.C., 36,000 miles, black and red, luggage grid, excellent condition; nearest £550.—Box 7439. [3252

M.G. P.A. 2-str., overhaul £70; new tyres, hood set.—Saint, Greendene Farm, Mapledurham, Reading, Kidmore End 2198. [3586

£485.—M.G. 1½-litre 1936 4-dr. sports sln., bodywork and interior really excellent, excellent tyres; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 3066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2722

M.G. 1937 1½-litre d h coupe, salmon body, excellent condition, engine perfect, new tyres.—Poston, Raglan, Seaford 2719. [3666

M.G. T.C., December, 1948, colour red, unmarked, numerous extras, 14,000; one careful owner only.—Simmons, Grosvenor 2635. [3476

1947 1½ M.G. saloon, nominal mileage, £70 worth of extras.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [2995

1950 (Nov.) M.G. 1¼-litre saloon, 3,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [3001

1938 M.G. 2-litre drop head foursome coupe, guaranteed; £450; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [3165

1938 M.G. 10hp T.A., £100 spent on mechanical reconditioning, 2 spares, heater, Trafficators; £400.—King's Motors, 11, High St., Hounslow. Tel. 5552. [1961

1940 model M.G. T.B. drop head coupe, excellent condition, Newton shock absorbers, spotlight, many extras; £500.—Greenwood, Horncastle, Lincs. [2837

£495.—1939 M.G. 2-litre Tickford drop head foursome coupe, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2158

1947 (July) M.G. T.C. 2-seater, red, chromium, red leather, very attractive car, thoroughly recommended; written guarantee, terms, exchanges.—Belsize.

ASTON RED, of 4 others.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [3112

MAYFAIR GARAGES, Ltd.—July 1947 TC sports 2-seater, black, beige leather, nominal mileage, smart car in first-class condition throughout; 3 months' guarantee; £595.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104-5. Open 9-6. Sats 9-12.

M.G.

M.G. T.C., 1946, new engine 7,800 miles, new battery, heater, Windtones, speedo, counter, luggage grid, two spares, etc., perfect condition; £595.—Tel. Fairlands 7610.

595 gns.—M.G. Midget, Sept. 1946, 11hp T.C., 2-seater, black, green, leather, good tyres, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

495 gns.—M.G. Midget, May 1938, 10hp T 2-seater, black, green leather, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget, July 1937, 10hp T 2-seater, blue, blue leather, taxed; terms; exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget, 1936, 8hp P 2-seater, black, red leather, numerous extras, good condition; terms; exchanges.—Rowland Smith, below.

445 gns.—M.G. 1938 model, 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—M.G. October 1936, 2-litre 4-door sports saloon, black, sliding head, fawn leather; terms; exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3267

£295.—Late 1937 maroon M.G. 18hp drop head coupe, one owner and in excellent condition, taxed, new, fitted radio.—Boothville Service Station, Kettering Rd., N. Northampton. Tel. Moulton 2293. [3187

M.G. T.C., June, 1947, green, fitted Mellotones, spotlamps, Brooklands wheel, new hood, etc., really exceptional condition; second car, sparingly used; £675, or exchange Morris Minor tourer.—Tel. Hull 51084 after 6 p.m. [3361

1947 T.C. M.G., black and red, beautiful condition, new engine, loose covers, Windtones, twin paslamps, mascot, muff and luggage grid, taxed, bargain; new car arrived; £625.—Weeks, Goudhurst, Kent 390. [3087

1950 (March) M.G. 1¼-litre 4-seater tourer, metallic green, beige leather, carefully used and maintained by London distributor, mileage 16,000; any examination welcome; £1,150.—Amb. 7086 (after 7) or Box 7619. [3667

1949 (Nov.) M.G. T.C. 2-str., black with red leather, fitted chrom. luggage carrier; one owner; guaranteed 16,000 mls. as new, £725.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [3482

TANKARD & SMITH, Ltd. offer 1938 M.G. 2-litre sports saloon in black with red leather, very well maintained by recent owner, exceptional condition throughout; three months' written guarantee; also 200 guaranteed used cars of all makes.—196 Kings Rd., S.W.3. Tel. Flaxman 4801-3. [2776

NAYLOR & ROOT, Ltd.—1948 M.G. T.C. sports 2-seater black/green, 16,000 miles only; £695; 6 months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [3157

£575!—M.G. 1½-litre 12hp drop head foursome coupe, unsentimentally the finest example we have had with attractive ash-beige cellulose bodywork; late owner lavishly spent £200 over last year maintaining this vehicle to perfection; it is impossible to fully describe the excellence of this vehicle, it must be seen to be appreciated; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3577

1938 1½-litre 12hp de luxe saloon, factory reconditioned engine 1950, coachwork recellulosed 1951, new tyres just fitted, transmission reconditioned, brakes relined, Andre hydro telecontrols, one owner practically throughout, most exceptional mechanically, taxed for the whole year.—Speedsters, Ltd., The best conditioned sporting cars in the country. Offices at Old Straddles Cross Oak Lane, Salforda, nr. Redhill, Surrey. Horley 628. [2415

M.G. T.A., 1937, engine and gear box 1939, complete engine overhaul, re-sleeved, new camshaft, August, 1951, brakes re-lined, new coil and battery, transmission completely overhauled, all wheels triple-spoked, Newton shock absorbers, many extras, spotlights, etc. 1950 Romac radio fitted, £395, or exchange sports saloon, Alvis or similar; seen by appointment.—F/Lt. Crowley, Farnborough (Hants) 1505, 7 p.m.-8 p.m. [3586

1948 (April) T.C. M.G., 42,000 miles, works reconditioned engine, gear box, differential and propeller shaft, mileage 2,000, red with red leather, respraved March, 1952, in maker's colour, extras include Radiomobile, screenspray, demisters, Marchal fog and spot lights, Windtone horns, etc., purchased second-hand, owner-driven and maintained since then; owner purchasing family car.—Enquiries to Flt.-Lt. J. W. Morrice, Officers' Mess, R.A.F., Bawtry, Doncaster. [3059

FOR sale, 2-litre M.G. saloon; although this car was first registered late in 1936, it is in most ways identical to a 1939 model; it has had only one owner from new and was rebored and the crank ground 8 months ago, making it perfect mechanically in every way; bodily it can only be described as immaculate, both inside and out; to say that even the "50-light" is in working condition gives a true indication of the car's quality; price £335 or near offer for quick sale.—Turner Brothers, Cutlery, 55, Arundel St., Sheffield. Tel. 23759, or evenings 74331. [3410

M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead H'kb St. (Hampstead Tube). Ham. 6041. [0948

OFFER your M.G. to Ripco, 16, Albemarle St., Mayfair, W.1. Regent 2982. [3049

M.G. in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2286

URGENTLY required, good pre-war M.G.—Hatfield, 200, Gt. Portland St., W.1. Langham 0012. [3104

JACK ROSE, Ltd., want to purchase T.C. and 1½ saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [3305

M.G. Cars Wanted

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [3396

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 and 8182. [7974

PRIVATE buyer wants 1¼ saloon in exchange for cash and 2-litre saloon, 1957 model, in exceptionally good condition, recent new engine, tyres, trimmings.—"Paddock Brow," Boars Hill, Oxford. Tel. 85107. [2486

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 5104-5.

M.G. Spares and Service

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos, etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, ness and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3053.

M.G. spares.—New valves, guides, rocker bushes, shafts, road springs and wheels, aprons, luggage gride, J.2 and F windscreens, cycle type wings, cylinder head spanners. Reconditioning service: crankshafts, camshafts, rockers, vertical drives; 2-litre S.A. model complete engine, gear box, back axle; prompt and courteous service.

V. W. DERRINGTON, Ltd., 159-161, London Rd., Kingston. Tel. 5621-2. [7652

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rock shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 3456. [0349

MORGAN

COUPE Morgan 4/4, cream, 1939, really magnificent; £395.—Peck, South Muskham, Newark. [3597

1950 Morgan 4/4, Philco radio, new suspension, 2,000 miles since new pistons, etc., fitted; £750 to good home only.—Rav. 6273. [3061

595 gns.—Morgan 4/4, November 1946, 10hp drop head coupe, red, black leather, good tyres, 2 unused spares, numerous extras, very carefully used, exceptional condition, taxed; choice 3 Morgan d.h. coupes; terms; exchanges.—Rowland Smith, below.

525 gns.—Morgan 4/4, 1948, 10hp sports 4-seater, green, leather upholstery, good condition, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3266

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

MORGAN in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2287

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

PRIDE & CLARKE, Ltd.

£795.—1950 Morris Minor saloon, maroon, beige leather, 14,000 miles, one owner, choice of 2. THREE mon.hs' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [3152

JACK ROSE, Ltd., offer:—

1950 (November) Morris Minor saloon, almost as brand new, black, mileage under 6,000; £685.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3556

£745.—1950 Minor saloon, 8,000 miles, grey, spotless.—Little, Primrose 2118. [3146

1950 (Oct.) Morris Minor saloon, black, beige upholstery, 6,000 miles, condition as new.

WILCOX (SLOUGH), Ltd., Chandos Rd., Slough, Bucks. Tel. 21429. [4593

MORRIS MINOR tourer, Easter 1950, 8,000 miles, maroon, as new; £750 or offer.—Lamport, Hoddesdon 2687. [3656

1950 Morris Minor saloon, 10,000 miles, immaculate; £895.—Hendon Central Garage, Hendon 1423-4. [1935

1950 model Morris Minor tourer, spare unused; £710.—Brick Trance, 8a, Cromwell Mews, South Kensington. Fla. 0513. [2907

MORRIS MINOR saloon, 1950, grey/beige hide, radio, electric clock, fitted ashtray, 13,000 miles only, £845.—J. Davy, Western 9642. [2977

L. F. DOVE offer 1950 Morris Minor saloon, one owner, 9,000 miles, colour beige, £625.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [2121

1949 Morris Minor saloon, black, beige leather, one owner; £745.—Broadway Motors, 16-18, Broadway, Bexleyheath. Bexleyheath 2501. [3465

MORRIS MINOR tourer, 1950 model (December, 1949), black, genuine mileage 3,000, one owner.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. [3125

1950 Morris Minor 8hp tourer, approx. mileage 16,000, nice condition, £745—below; £845 (Sept.) Morris Minor 8hp saloon, mileage approx 14,000, excellent condition, £795.—348, King St., Hammersmith. Riv. 2837-8. [3446

1950 (November) Morris Minor saloon, beige fawn, with heater, loose covers, clock, spats, dual wipe, and sunshields, very carefully used and scrupulously maintained (little shown), spotless condition, a specimen car; owner going abroad; £865.—Rice, Showsley Lodge, Towcester, Northampton (Towcester 90 after 7 p.m.). [3062

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Minor Cars Wanted

CMT.—THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320 Euston Rd., N.W.1. Euston 1212. [0716

A few new, post-war Morris Minor required.—23, Broad Walk Court, W.8. Tulse Hill 1289 (day). [0745

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0583

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0654

PRIVATE buyer wants '50/'51 Morris Minor saloon, low mileage.—Newton, 204, Hastings Rd., Bromley, Kent. [3098

WELBECK MOTORS, Ltd., the car hire company, urgently require Morris Minor tourers.—107, Crawford St., W.1. Welbeck 3991. [2528

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase specialists.

1940 Series "E" Morris 8 4-door de luxe saloon, black with brown leather upholstery, really excellent mechanical order, a choice of 6 of these very popular small cars; 429gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 300 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [3423

ELITE MOTORS offer:—

1939 Morris 8 4-door D.L. saloon, exceptional condition throughout, faultless mechanical condition, reconditioned in black, red leather interior; £465.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [3525

C & S MOTORS offer:—

1933 Morris 8 4-door saloon, in good condition, smart car, black with brown leather upholstery, good mechanical condition; £115 or £59 deposit.—Dudden Hill Lane, Neasden. (Gladstone 6605/6. [3515

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1938 Morris Ship de luxe 4-door saloon, black, leather upholstery, enamelean wheels, coachwork and interior excellent, practically new tyres, in 1948 condition; £395.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [3029

1950 (August) Morris 8 Martin Walter 4-str. Utilicon; 9,500 miles; colour grey; £675.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [3337

1946 Morris Ship saloon, black with brown leather; 25,000 miles; just rebored; £575.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [3336

365 gns.—Morris 8, 1939, saloon, grey, very good condition; terms; exchanges.—Rowland Smith, below.

245 gns.—Morris 8, 1938 model de luxe 2-door saloon, green and black sliding head, green leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3269

1937 Morris 8 saloon de luxe, black, red leather upholstery; in immaculate condition throughout, any trial; £285.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common. Battersea 2573. [3313

£199—1937 Morris 8 saloon, excellent runner, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3597

1946 Morris 8 saloon, beautiful order; £530.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel Western 2312. [3222

1946 Morris 8 saloon, taxed, good, £475; also 1939 Series E, taxed, £350.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [3588

1947 Morris 8 de luxe saloon, moderate mileage, new tyres, taxed, a really sound car; £565.—348, King St., Hammersmith, Riv. 2837-8. [3439

1937 Morris Ship saloon, black, in immaculate condition throughout, any trial; £265.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3186

WALTER SCOTT, Ltd., 1937 Morris 8 de luxe saloon, black excellent condition; £265; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [9054

OUT. 1956 Morris 8 factory reconditioned engine, carburettor and starter, new dynamo and king pins, good tyres and coachwork; £270.—27, Bearton Green, Hitchin, Herts. Tel. 1058. [2742

1936 Morris 8 2-door saloon, black, red leather, reconditioned engine just run in, 100% mechanical condition throughout, taxed and ready for the next 25,000 miles; £310.

TUDOR MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel Putney 3593. [5621

1947 (late) Morris 8 2-seater, sun roof saloon, original tyres, exceptional order, carefully used, guaranteed 15,000 miles only; £595.—John Grey, 20, Hermitage Lane, N.W.2. Speedwell 1262. [3345

295 gns.—1939 Morris 8 series E 4-seater, really good condition, genuine bargain, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bait. 1107-8-9. [2981

£345!—Magnificent Morris 8 sports 2-seater, late owner spent lavishly on this vehicle, fitting new engine, clutch, overhaul steering, brakes, axlet, etc.; this is one of the finest Morris 8s we have ever had; also choice of two 1938 saloons; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3570

MORRIS EIGHT

1939 Morris 8 2-door saloon, just rechromed, new carpets and loose covers fitted, recently recellulosed in black (this car has been maintained in our own workshops and is well above average condition taxed; £435.—New Cross 0622. [3577

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976

A few, post-war Morris 8 required.—30, Rivecroft Gdns., S.W.16. Tulse Hill 1288 (day). [0747

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

PRE-WAR Morris 8hp saloon wanted.—British Star Oil Co., 65, Hanbury Park, N.5. Can. 1650 [1819

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2689

MORRIS TEN

C & S MOTORS offer:—

1938 Morris 10, series 3, 4-door, good appearance and mechanical condition, genuine motor car; 295gns or £105 deposit.—Dudden Hill Lane, Neasden. Gladstone 6605/6. [3516

GUY ALFREDS & Co. offer:—

1938 series Morris 10 4-seater, sun roof, s/h coupe —6-7, Warren St., W.1. Euston 3268. [9929

B. J. HUNTER, Ltd., offer:—

1947 Morris 10 saloon; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [3564

WELL HALL ROAD GARAGE offer:—

1948 Morris 10 black saloon, leather upholstery, in perfect condition throughout, all new tyres, three months' guarantee, £775.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Elt. 3834. [1712

1947 Morris 10 saloon, £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [9474

1935 Morris 10 saloon, 51,500 miles only, kept in order; £195.—B.M./FORS., London, W.C.1. [2633

£160.—1934 Morris 10 4-door de luxe saloon; exchanges.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [3594

1948 Morris 10, black/brown leather, one private owner since new; £695.—King's Motors, 1, High St., Hounslow. Tel. 3532. [9940

1948 (first reg. '49) Morris 10, one owner, this car in exceptional condition, many extras, 23,000 miles; £760.—Haskins, Ladbroke 1155. [2974

1938 (Oct.) Morris 10 series 3 saloon, fine condition; £385; terms possible.—Smith, "Percida," Hythe End, Wraysbury, Bucks. Tel. Wraysbury 54 (evenings). [3086

£495.—1939 Morris 10, black with brown leather upholstery, sliding roof, fitted with 1947 radiator; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [1950

MARBLE ARCH MOTOR SUPPLIES, Ltd., offer 1939 Morris 10 saloon, reconditioned engine just fitted, new shock absorbers, black with brown leatherette, guaranteed; £450; terms or exchanges.—Tel. Watford 3491. [2505

545 gns.—Morris 10, April 1947, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3270

£515!—Series M Morris 10 de luxe saloon, only one careful ownership during past 12 years, interior leather spotless, original carpets and roof lining testify to the small total mileage of this vehicle, which is further confirmed by the immaculate appearance of the bodywork and excellence of its mechanical condition.—Below.

£635!—Post-war model Morris 10, first reed, 1950, £10 tax, beautiful spotless condition, only wants seeing at this bargain price; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3576

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel 2268.

A few, post-war Morris 10 required.—Fortune, 5, Brae Court Kensington Hill, Surrey. Tulse Hill 2768 (day).

MORRIS TWELVE

135 gns.—Morris 12 Cunard 4-seater sports.—Autosnips, 5, Balham High Rd., Balham 1509. [5551

1940 Morris 12 saloon, exceptionally good condition in every respect, taxed to December; £450.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [3603

1939 Morris 12 de luxe saloon, guaranteed; £400; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3571

1938 Morris 12, good condition throughout, recond. engine; £365.—Salcott Motors, 14, Salcott Rd., S.W.11. Bat. 1187. [2666

1937 Morris 12 4-door de luxe saloon, black; insured till June; immaculate; £265; immediate hire purchase terms available.

KING'S AUTOS, 723-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [3524

MORRIS 12 fixed head coupe, excellent condition throughout, good tyres, burst proof front tubes, fog lamp, defroster, twin horns, radio; bargain £410.—Box 7469 [2699

MORRIS TWELVE

£105.—Morris 1933 11.9hp tourer with dicky, 3 spare tyres, new battery, pistons, bearings, bodywork absolutely immaculate; evenings/week-ends.—Hennens, "Rosewood," Burleigh Rd., Ascot. [3317

£360.—1939 model Morris 12hp saloon, black, bodywork exceptional, engine thoroughly overhauled, car generally in very fine condition, 1 month's written guarantee; rail paid.—MacDonald, Braeside, Beaulieu, Inverness-shire. [2844

245 gns.—Morris 12, 1936 model, series 2 fourseater coupe, brown and black, sliding head, brown leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3271

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MORRIS FOURTEEN

1939 Morris 14 saloon, excellent condition, taxed; £390.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [2514

MORRIS 14, 1938, Series 3, black, brown leather upholstery, in very good condition; cash £375, or terms.—Tel. Northwood (toll). Middx. 2662. [3566

MORRIS SIXTEEN

£85.—1933 Morris 16 4-door saloon, in nice condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1246

BEACONHILL GARAGE, Nr. Newbury, offer 16hp Morris, carefully stored 11 years, just fitted new engine, battery and respraired.—Beaconhill Garage, Newbury. [3520

£295!—Morris 16 large 5-seater saloon, very modern-looking with easy-clean wheels, £150 overhaul just completed, including engine (not yet run in), clutch, brakes, steering; magnificent value at this price; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3574

MORRIS OXFORD

TOM GARNER, Ltd., offer:—

1950 Morris Oxford saloon, black with brown upholstery, fitted radio and heater, 18,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9365-6. [2793

MORRIS OXFORD 16hp, 1935, very clean car, good chassis and engine, roomy body; £290.

JAMES RIDGE & SON, Ltd., Childs Place, Earls Court. Fro. 1156. [2760

1950 (Nov.) Morris Oxford, beige, 6,000 miles, leather spare unused one owner.

RIPCO Ltd. (Morris's purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2552. [3046

1950 model Morris Oxford saloon, 16,000 miles, new tyres; £925.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2996

Morris Oxford Cars Wanted

CMT.—THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—17, Park Lane, W.1. Grosvenor 3434. [0717

A few, post-war Morris Oxford required.—30, Rivecroft Gdns., S.W.16. Tulse Hill 1288 (day). [0749

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0594

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0656

LATE model Morris Oxford saloons.—Wilcox (Slough), Ltd., Morris & Riley Agents, Chandos St., Slough. Tel. 21429. [9143

MORRIS 25

GATEHOUSE offer 1938 Morris 25hp saloon one owner 39,000 miles only, original condition throughout; £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. [4444. [2946

MORRIS SIX

CAR MART, Ltd.

1950 (Nov.) Morris Six saloon, 6,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3215

PRIDE & CLARKE, Ltd.

£975.—1949 Morris Six saloon, beige/brown leather, loose covers, radio, superb condition.

£925.—1949 Morris Six saloon, beige/beige leather, low mileage, excellent condition.

THREE months' guarantee; terms, exchanges. Hdq.—Stockwell Rd., S.W.9. Brixton 6251. [3155

1950 Morris Six saloon, 4,000 miles.—Autework, Ltd., Winchester, Winchester 4834. [2795

1951 model (Oct., 1950) Morris Six, black/brown hide, moderate mileage; £1,075.—J. Dary, Western 9642. [2976

1949 Morris Six, genuine 10,000 miles, one owner; immaculate, black cellulose; £1,150.—Addiscombe 6051. [2654

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,050.—Campbell, Symonds, Wembley 6262. [5301

1950 Morris Six saloon de luxe, black, low mileage; £1,075.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [2984

FOR sale at list price 1950 Morris Six saloon, heater, many extras, taxed, one owner; part exchanges.—Akers, 23, Lanemead Drive, Bushey Heath, Herts. [1907

1950 (May) Morris Six saloon, in green, with green leather, fitted heater and loose covers, one owner; guaranteed 14,000 mls., looks 6,000 mls. as new; £1,095.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3460

Morris Six Cars Wanted

CMT.—THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0675

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS UTILITY

1950 (August) Morris 8 Martin Walter 4-str. Utilecon; 9,500 miles; colour grey; £675.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [3338

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon; £1,095.
GORDON CARS (LONDON), Ltd.—1950 Morris Oxford saloon; £1,095.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3455

TANKARD & SMITH, Ltd. offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, Kings Rd., S.W.3. Tel. Fax. 4801-3. [0379

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0979

STEWART & ARDERN, Ltd

SOLE London distributors of Morris cars wish to purchase post-war Morris cars in good condition.—MORRIS House, Berkeley St., W.1. Tel. Mayfair 7680. [0297

MORRIS wanted.—SMITH's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

MORRIS in good condition wanted.—52, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2295

MARSTON MOTORS Co. for your Morris.—Tel. Sta. 5000. Seven Sisters Rd., Tottenham, N.15.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Long St., Southport. Tel. 2268.

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May. 3051.

Morris Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages Ltd., Reading. Tel. 4456.

WEST London.—Rogers Garage; repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5614

NASH

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1949 Nash 4-door saloon, colour black, very smart, all extras; £1,850.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1948

OLDSMOBILE

1950 Oldsmobile 76 model, right-hand steering, radio and heater, mileage 8,000.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, M'cr. 19. Rus. 2874-5. [5132

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 530-1.

1938 6-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance; price £595.
DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0115

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Oldsmobiles (1937 onwards).—Wembley 8691-3903.

OPEL

£195 !!!—Late 1937 Opel Cadet 11hp saloon, a sound little car and an outstandingly economical runner, very special opportunity.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2081 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [3503

£150 !!!—1937 (November) Opel Olympia 12hp Continental drive cabriolet; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

THIS car is like new.—D/h Olympia Opel 12, one lady owner, stored war, mohair hood, pigskin upholstery, cellulosed maroon, genuinely new condition; £945. Aug., 1937.—Little, Primrose 2118. [5150

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0980

OPEL in good condition wanted.—52, Brockham Drive, Ilford, Essex.—Tel. Valentine 2098. [2288

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631

PRIDE & CLARKE, Ltd., the Opel distributors offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3684. [0056

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.
PACKARD sole concessionaires offer:—

A SELECTION of completely reconditioned 1938 and 1939 saloons and drop head fourseaters.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.

1939 Packard 4-door saloon, colour black.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1949

1937 Packard 6 (26hp) coupe convertible, new condition, radio, engine completely overhauled, any trial or inspection; £375.—Box 7602. [3626

£375 !!!—1934 Packard Super 8 7-seater limousine, immaculate.—Le Grice Eberle, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [2655

CASS'S MOTOR MART.—1937 Packard Super 8 saloon, black, 28,000 miles, one owner, chauffeur driven, superb; exchanges; written guarantee.—5, Warren St., W.1. Euston 4110. [5858

1946 (registered) Packard 6 saloon, finger-tip control, Brunswick green, brown leather, new tyres, excellent condition, right-hand drive; £485.—Grant Motors, 122, The Avenue, N.W.6. [1594

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Packards (1937 onwards).—Wembley 8691/3903. [0671

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0902

7-SEATERS privately owned modern Limousines required, cash waiting. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [1860

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

Peugeot Cars Wanted

PEUGEOT, in good condition.—52, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2289

PLYMOUTH

SIMPSON'S MOTORS offer 1949 Plymouth 4-door saloon de luxe.—Wembley 8691/3903. [2954

PONTIAC

SIMPSON'S MOTORS offer 1952 (first reg.) Pontiac, hydramatic drive, all extras.—Wembley 8691/3903. [2953

FOR sale, Pontiac 4-door sedan, 1947, mileage 43,300, radio, heater, clock, other accessories, good condition.—Mayfair 9222, ext. 403. [2746

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Pontiacs (1937 onwards).—Wembley 8691/3903. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2561. [0629

RACING CARS

SPECIAL long chassis Cooper, suitable formula II/III, third Madrid, 1951; JAP or Norton available.—Tel. Cobham 34. [3090

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0821

1951 Cooper Mk. V, with 4-stud J.A.P. Norton gear box, little raced, resprayed cream; £450 complete, or will sell less engine.—D. F. Annable, "Blounts," Marlow, Bucks. Marlow 868. [3179

EX-PARNELL 4-cit. San Remo 2½a.serati, also ex-Wakefield 4-cit. car, fitted with 4-cit. engine, both completely rebuilt, together with large quantity of spares; nearest offer to £3,000 would secure or would consider separate sale.—W. R. Baird, "Belfast Telegraph," Belfast. [9704

RAILTON

HAROLD RADFORD & Co., Ltd.

FIRST registered July, 1946, Railton foursome drop head coupe, 28.6hp, speedometer reading 45,537 miles, colour black, fitted with radio, 1-seater and Ace discs, in virtually new condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2967

CHIPSTEAD MOTORS, Ltd., offer:—

RAILTON 10hp Fairmile coupe, July 1939, black and red.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [7095

1939 Railton 29hp drop head coupe, black; £550.
BRYCE MOTORS, Birmingham Rd., Stratford-on-Avon. Tel. 2700. [3006

RAILTON chassis with Powerdrome engine, after overhaul complete ready for road; £150.—Box 7568. [5417

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753; all models available and wanted. [5467

A.1 MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars; also all spares.—26 (b), Belgrave Rd., S.W.1. Victoria 8285. [0533

1937 Railton 29hp sports saloon, grey with blue leather, fitted radio, twin Notek fog lamps and dual horns, maintained in perfect condition; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [2211

Railton Cars Wanted

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0656

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

JACK ROSE, Ltd., offer:—

1940 Renault 8 saloon, clean inside and out, good tyres, open to any examination; £565.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1156

1939 Renault 8hp 2-door saloon, leather upholstery, one owner only, carefully maintained throughout; £375.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [2285

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873) have a small selection of used Renaults. [0126

1946 Renault 11 saloon, guaranteed, £445; 1940 Renault 8 saloon, guaranteed, £290; payments.—Oldfield, 386, Kensington High St., Western 6651. [5166

£275 !!!—Renault 1936 26hp, reconditioned engine, excellent condition; terms.—Condor Motors, Ltd., 35, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 6467, 9189. [5469

£325 !!!—Renault 8hp saloon, 1940, in black with blue leather interior, outstanding little runner, excellent tyres (new last January), very strongly recommended as a most economical little car.—See below.

£645 !!!—Renault 8hp 4-door saloon, February, 1949, in black with grey leather interior, an immaculate little specimen, coachwork and interior literally without blemish, fastidiously maintained by one owner.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2081 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [3500

1950 (April) Renault 760 4-door de luxe saloon, 8,000 miles only, finished most attractive light blue, leather upholstery throughout, built-in "Aunals; the whole car in really immaculate condition all round; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [3340

595 gns.—Renault 8 (January, 1949) 4-door saloon, bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3272

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

RENAULT small hp in good condition wanted.—52, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2294

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

RILEY

DICKS.

1940 Riley 2½-litre Kestrel saloon, very high performance car, bargain; £675.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6888-9. [9166

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3214

MERCURY offer:—

1937 Riley 12-4 Adelphi, in very nice condition, chrome mellatone horns, spot lights, etc., a bargain at £375.
TERMS or exchanges with pleasure.
MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [3468

H. A. SAUNDERS, Ltd.

1947 1½-litre Riley, 23,000 miles.—Radlett, Herts. Tel. Radlett 5681. [3721

JACK ROSE, Ltd. offer:—

1947 (late) Riley 2½-litre sports saloon, in exceptional condition, black with red hide upholstery throughout, almost spotless appearance; accept £1,015.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3302

B. J. HUNTER, Ltd., offer:—

1947 (September) Riley 1½-litre saloon, fitted radio, positively unmarked; £995.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [2515

HAROLD RADFORD & Co., Ltd.

1948 (September) 2½-litre Riley saloon, colour black, speedometer reading 16,615 miles, fitted with new tyres, in exceptional condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1918

H. A. SAUNDERS, Ltd., offer:—

1949 Riley 2½-litre saloon, black with brown upholstery, radio, etc., 9,000 miles; £1,425.

836—842, High Rd., N.12. Hillside 0024. [2816

BOON & PORTER, Ltd., Distributors.

1948 1½-litre saloon, black, reconditioned throughout, H.M.V. radio; £1,095.

1948 2½-litre saloon, black, mileage 37,000, reconditioned engine; £1,095.
SELECTION of other post-war Rileys.
CASTELNAU, S.W.13 (by Hammersmith Bridge). Riv. 4444. [2921

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1950 Riley 1½-litre saloon, maroon, and

1950 Riley 2½-litre saloon, metallic grey.—C. A. Pete, Ltd., 42, North Audley St., W.1. (Mayfair 3051. [5285

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 2½-litre saloon, black, red leather, 22,000 miles, an outstanding specimen; £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [1226

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Riley 2½-litre saloon, 14,000 miles from new, outstanding colour primrose with red leather, a superb outstanding Riley; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5486

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Riley 1½-litre saloon, fitted radio, in excellent condition; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9182

RILEY 1947 2½-litre, 37,000 miles, black/red, radio, R.—Box 7230. [9802

GORDON CARS (LONDON), Ltd., 1950 Riley 2½-litre foursome coupe; £1,875.

GORDON CARS (LONDON), Ltd., 1949 Riley 1½-litre saloon, £1,295.

GORDON CARS (LONDON), Ltd., 1947 Riley 2½-litre saloon, £1,075.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [3458

1948 Riley, black, excellent condition; £1,050.—Tel. Streatham 6020. [2410

SUSSEX specialists for reconditioned Riley cars, re-builts, spares.—Lewes Motors, Ltd., Lewes.

1400 miles only.—1950 Riley 1½-litre saloon, black with brown leather; £1,645.

H. A. SAUNDERS, Ltd., Austin House, Castle St., R.—Worcester. Tel. 2368. [2808

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3346.

PERFORMANCE CARS good selection always available written guarantee.—See under "Sports Cars." [8537

1938 Riley Adelphi, 16hp, Big Four, first-class condition; £450; quick sale.—Tel. Elmbridge 2754. [8715

1931 9hp saloon, reliable car, £105; view week-ends.—45, Wolseley Drive, Kingston-on-Thames. [3356

1948 2½-litre Riley saloon, black, perfect condition, £1,250.—F. L. Cranmore, Ltd., Potters Bar 2040. [8481

RILEY 2½-litre saloon, 100 b.h.p., 1949, maroon/R, maroon hide, heater, moderate mileage; £1,325.—J. Davy, Western 5642. [2979

1950 1½-litre, black, red upholstery, one owner, 12,000 miles, taxed year, rimbellishers, an immaculate car; £1,445.

1950 1½-litre, black, brown upholstery, one owner, 14,000 miles, radio, heater; £1,450.

1949 2½-litre, black, one owner, 24,000 miles guaranteed, excellent condition; £1,295.

REX NEAVITE, Garage, Shambleburst Lane, Botley, Southampton. Tel. Botley 132. [5011

1950 Riley 2½ drop head 4-seater coupe, absolutely as new, and unmarred, must be seen, black, brown interior; £1,795, exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0581. [5617

1947 2½-litre Riley, black; £1,075.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5288 (5 lines). [2872

1½-litre 1957 12/4 sports saloon, fast, economical and reconditioned engine, 5,000 miles, showroom condition; £152ns.—7, Vyner Rd., W.3. She. 5659. [3589

RILEY 2½-litre 1949 for sale, 33,000 miles, maroon.—Tel. Waterloo 4737. On view Pickering & Dyer, Ltd., America St., Southwark Bridge Rd., S.E.1. [3652

1947 2½-litre R.-Rey, 25,000 miles, condition as new, fitted A. or R.A.C. inspection invited; £1,100, no offers.—Gregory, Barton Mills, Suffolk. [9635

CHILTERN CARS offer a choice of two Riley Imps from £365; also a quite exceptional Brooklands Riley.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2059. [3343

1951 model 1½-litre Riley saloon, black, brown leather, Rimbellishers, condition as new.—Evans, 42, Longford Rd., Southport. Tel 66737. Evening 6427. [9061

1946 Riley 1½-litre, 22,000 miles only, two spare wheels, one owner, just checked over completely; £975.—Boyce, Shenstone, Staffs. Tel. Shenstone 297. [9635

£255 blue and black, original condition, beautiful runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3598

RILEY 9 Monaco special series, engine recently overhauled, coil ignition, all-metal body rebuilt 1947, brakes relined, new battery, 35 mpg; £225 o.n.o.—Pownall, 99, Devonshire Rd., London, N.13. [3178

1940 Riley 1½-litre sports saloon de luxe, complete Laystall engine overhaul, 2,000 miles, immaculate condition; £635; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [1909

1948 Riley 2½-litre black saloon, in immaculate condition, 27,000 miles by one enthusiastic owner, fitted four new tyres, new battery, heater, latest modifications; £1,195.—R. Swart, 132, Moulsham St., Chelmsford. Tel. 2780. [3177

RILEY 2½-litre saloon, 1949, first reconditioned September, 1948, 39,000 miles, H.M.V. push-button radio, in excellent condition (bills shown), tyres as new, latest modifications, colour maroon; price £1,225.—Andrews, London, Abbey 7461. [5410

SELSDON ROAD GARAGE offer 1947-8 Riley 1½-litre saloon which has been very carefully used, black with brown hide upholstery, radio new Fort Dunlop tyres, small mileage; £1,150; terms and exchanges.—54, Selsdon Rd., Sth Croydon, Surrey. Cro. 5470. [1349

1951 Riley 1½-litre saloon (reg. Oct. 1950), black with red leather, fitted rev. counter and heater, one owner, 8,000 mls., as new, £1,485; 1950 (May) Riley 1½-litre saloon, maroon with beige leather, fitted heater and loose covers 10,000 mls., as new, £1,460; 1947 (June) Riley 1½-litre saloon, green with green leather, 20,000 mls., in 1950 condition throughout, £1,050.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3479

RILEY

1938 Riley 16hp Big Four Adelphi saloon, exceptional condition throughout, interior original, the right Riley in the right condition; £625, exchanges, hire purchase.—C. & H. Motors 1464-8, High Rd., Whetstone, Finchley, London, N.20. Tel. Hillside 6671-2. [1940

£999.—Magnificent Riley 1½-litre de luxe saloon, spotless condition (throughout, first regd. 1947 but would literally pass for on-y two years old, beautifully maintained, just completed major overhaul for new owner who has always maintained his vehicle to perfection; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3580

1950 (June) Riley 2½-litre foursome drop head coupe, black, with beige leather, fitted tartan loose covers for seats, R.M.V. radio, rubber mats, Ace rimbellishers, twin exterior mirrors, badge bar, etc., four new Goodyear Eagle tyres, spare unused; this car is in immaculate condition, genuine mileage 21,000, coachwork unscratched, regularly serviced and mechanically perfect, expert examination welcomed; at £1,675 this is the lowest priced car of this model, which is very scarce, ever offered.—Box 7618. [3644

CAMDEN MOTORS.—Riley, one of the very rare 1958 1½-litre 12hp special Kestrel sports saloons, equipped with synchromesh manual gear change and overdrive; we are advised by the manufacturers that only 25 of these very desirable cars were ever manufactured in 1958 with the genuine Kestrel body, and this particular car is quite one of the best conditioned pre-war cars of any make that we have handled; so far as mechanical condition is concerned, this Riley really does go and cannot fail to appeal to genuine Riley enthusiasts on condition alone.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel saloon 1934, also with the very elegant streamlined bodywork and special series dual carburettor engine giving a performance which must be experienced to be appreciated, all instruments including knock-on wheels, manual gearbox, very full dash with host of instruments; £245.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel saloon 1937, black, with very attractive fawn leather interior, recent overhaul to engine and gearbox, several extras, discs, screen heater, passlights, etc., typical Kestrel performance, £445.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon special 1938 model, with manual synchromesh gears and overdrive, quite an unusual model in very much above average condition for a pre-war car, coachwork and interior in particularly nice order; £495.

CAMDEN MOTORS.—Riley 1½-litre 12hp Nuffield saloon 1940 model, in Connaught grey, with red leather, synchromesh 4-speed remote-control gears, similar engine to post-war 1½ model, moderate mileage and in outstanding order; £595.

CAMDEN MOTORS.—Riley 1½-litre saloon, late 1947, fitted heater and seat covers, nominal mileage and in delightful condition; £975.

CAMDEN MOTORS.—Riley 1½-litre saloon 1949, jet black, brown H.M.V. radio, almost indistinguishable from new, £1,195.

CAMDEN MOTORS.—Riley 9hp 4-door saloon 1933, one of the very good old-timers, good paintwork and a jolly fine little motor; £175.

CAMDEN MOTORS.—Riley 2½-litre saloon, August 1947, maroon and black, one owner, 19,710 miles, superb opportunity at £1,095.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire-purchase facilities, part exchanges, free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showroom open till 8 p.m., Monday to Saturday. [5494

1938 (registered) Riley Adelphi 6-light saloon de luxe, 69,000 miles (genuine), manual gear box, exceptional mechanical condition in all respects, the original black exterior coachwork and ivory pigskin upholstery and carpets are in excellent order, new tyres and battery fitted, P90 headlights, passlight, capacious external luggage boot, twin horns, etc.; this car has been carefully maintained by fastidious Riley enthusiast, exceptional performance, as prevalent with this much sought example of the Riley range; £595; terms; trade enquiries welcomed.—Motormales, 177, Cowick St., Exeter. Tel. 2106. [5394

Riley Cars Wanted

CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6809. [0983

OFFER your Riley to Ripon, 16, Albemarle St., Mayfair, W.1. Regent 2952. [5050

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2269.

CASH immediately for good Riley.—H. F. Edwards, Tel. 300, Gt. Portland St., W.1. Langham 0012. [3100

1947-46 1½-litre Riley, good price paid for good condition car.—364, Kensington High St., Western 8851.

BLAKES, Riley distributors, will purchase any nonlicenced Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6022. [7795

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May, 3051. [6928

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley, N.2. Tudor 2301-2. [0704

1950 Riley 1½-litre saloon, low mileage; state price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester 3. Tel. Deansgate 3525-6. [5025

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3397

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley 1950 model if possible.—55-59, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8162.

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0258

Riley Spares and Service

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castleton, Barnes. S.W.13. Riverside 4444. Hammersmith Bridge.

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0478

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0266

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Riley service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 450. [0272

REX NEAVITE, Shambleburst Lane, Botley, Southampton, specialised Riley spares; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Cafsers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0062

RILEY distributors for 29 years.—Comprehensive list of spares quotation and advice invited; send your engines for complete overhaul by specialists.—Mason's Garages, Ltd., High St., Leamington Spa. Tel. 67. [0865

ROLLS-ROYCE

CAR MART, Ltd.

1950 Rolls-Royce Silver Wraith foursome fixed coupe by Gurney Nutting, dual grey with beige hide upholstery, 9,000 miles; £5,950.

1934 25 Rolls-Royce 20/25hp 7-seater limousine by Thrupp & Maceriy, black with black leather to front and fawn cloth to rear; 6 months' guarantee; £1,150.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [3215

H. R. OWEN, Ltd., 17, Berkeley St.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group.

NATIONAL Motoring Organisation.

1934 Rolls-Royce 20/25 d.h. coupe by Fernandez et Darrin, in black, upholstered red leather, for the sporting connoisseur; ref. H.7279.

1933 Rolls-Royce 20/25 l.h. coupe by Barker & Co., in black, upholstered beige hide, s/mounted spare, in good order; ref. H.8487.S.

1937 Rolls-Royce Phantom III sedanca de ville by Windover, in black with black leather front and fawn cloth to rear, beautifully equipped interior with a dignified town carriage; ref. H.5570.

1936 Rolls-Royce 20/25 Owen sedanca d.h. coupe by Gurney Nutting, in fawn, upholstered grey hide extras, in extremely good order throughout; ref. H.8505.S.

1936 Rolls-Royce 20/25 cabriolet by Vanden Plas, in grey and black, upholstered grey hide, 2 spare wheels, in very good condition throughout; ref. H.8128.S.

1936 Rolls-Royce Phantom III sedanca de ville by Gurney Nutting, in black with brown leather, well-equipped interior and in good condition throughout; ref. H.7438.

ALL cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—

H. R. OWEN, Ltd., 17, Berkeley St., LONDON, W.1. TEL. Mayfair 9060. [2865

RIPPON.

RIPPON.

RIPPON BROS., Ltd

THE leading Northern Rolls-Royce distributors.

1937 30hp 4-door close-coupled saloon by Hooper, blue with blue leather upholstery.

1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.

1936 (Nov.) 30hp touring limousine by Rippon.

'PHONE, call or write for further particulars; demonstrations arranged without obligation.

RIPPON BROS., Ltd. (Huddersfield 6340 (3 lines)). Also at Bradford, Leeds and Sheffield. [0605

FRANK DALE offers:—

ROLLS-ROYCE 1936 25-30hp 4-door all-weather cabriolet, excellent chassis, taxed year; £1,150.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [3309

PARK WARD & Co., Ltd.

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1935 (November) Rolls-Royce Phantom II four-door sedanca coupe by H. J. Mulliner, colour grey, new wings fitted to modernise appearance, speedometer reading 80,000 miles, in very good condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 5042 (5 lines). [2966

1928 delivery 20hp Rolls-Royce owner-driver saloon by H. J. Mulliner.—Paddon Bros. Ltd., 60, Cheval Place, S.W.7. Ken. 9477. [3303

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley; stocks lists of used models on request to **12-13**, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd.

JACK OLDING of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

1950 (June) Rolls-Royce Silver Wraith, H. J. Mulliner touring saloon (remaining portion of covenant to be signed).

1937 Rolls-Royce Phantom III enc. drive limousine by Park Ward, black with fawn cloth and black leather.

1934 20-25hp Rolls-Royce saloon by Park Ward, black with green hide.

DELIVERY of used cars quoted on application.

AUDLEY House,
NORTH Audley St. W.1.
MAYFAIR 5242. [3372

RUSSELL MOTORS offer:—

1937 Rolls-Royce 25/30 4-door drop head coupe, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St. S.W.1. Tel. Sloane 9288. [6288

MACKAY'S of Harrogate offer:—

SILVER Wraith touring limousine by Hooper, black, June 1948, mileage 26,000, all tyres new; in outstandingly excellent condition; £5,450.

G. MACKAY & SONS, Ltd., West Park, Harrogate. Tel. 5041-2-3. [3566

CHITESLEY MOTORS, Ltd., offer:—

CURNEY Nutting P.2 Continental foursome drop head coupe, engine reconditioned at cost of £300, telecontrols, fitted jacks, Ace discs, etc.; specimen car.

25 hp late 1952, fitted with new very modern sports saloon body with plastic sliding roof, radiator brought forward to look like Wraith; Ace discs, Rolls numpers, etc.; body specially built for Continental touring; seats form double bed, huge boot, exceptional chassis.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Flaxman 0052/6253/7154. [9024

CLAUDE BURGOYNE & Co. offer:—

1930 Rolls-Royce 20-25 saloon, no division; only £525.

1932 (Sept.) Rolls-Royce 20-25 4-light saloon, no division, immaculate condition.

1934 (Sept.) Rolls-Royce 20-25 4-light saloon, no division as new absolutely.

1936 (late) Rolls-Royce 30hp 4-light saloon, no division, in lovely condition.

ST. Peter Garage, St. Peters Rd., W.6. Riverside 7644.

SWANMORE GARAGE, Bournemouth.

1937 Rolls-Royce Phantom III, owner-driver saloon by Sautchnik of Paris.

1933 Rolls-Royce 20/25 owner-driver Crosby & Dunn saloon.

1934 Rolls-Royce 20/25 owner-driver Thrupp & Maberly saloon.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [2767

MANN EGERTON & Co., Ltd., offer:—

1939 Rolls-Royce 25/30hp Wraith special sports 4-dr. saloon by Thrupp & Maberly, finished in black with fawn hide upholstery, first registered 1944, 12,000 miles, excellent history, £5,750.

14 Berkeley St., London, W.1. Regent 2073.

ROLLS-ROYCE 25/30 owner-driver sedanca de ville by Barker, 1,650miles.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [3650

CLAND & TABOR, Ltd., Welwyn 481, offer, with three months' guarantee:—

ROLLS-ROYCE 20/25hp 4-light sports saloon with rear boot by Young, of Bromley, registered September, 1934, just resprayed two-tone grey, excellent order.

PERFORMANCE CARS offer several vintage Rolls-Royce.—See under "Sports Cars." [3536

ROLLS-ROYCE 25/30 Wraith limousine by Hooper, black, low mileage, year 1939; price £5,000.

MONKARS, Ltd., 54, Huddersfield Rd., Oldham. Tel. Main 8278-9. [3655

CHARLES FOLLETT, Ltd. Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

1948 Rolls-Royce Silver Wraith, 4-door owner-driver saloon by Park Ward, two-tone grey, blue hide, one owner, 12,000 miles only (guaranteed), whole car in perfect order; £5,250.

18 Berkeley St., W.1. May 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [3119

£4000—1939 Phantom semi-razor edge Hooper 4-light saloon, 22,000 miles.—Box 7443.

ROLLS-ROYCE 25hp owner-driver sports saloon by Hooper, with large luggage boot, low mileage; price £650ms.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [3651

1936 sports saloon, blue, James Young; £2,100; excellent condition.—Brocklebank, 9, Weymouth St., W.1. Lan. 3126. [9915

1948/9 Rolls-Royce Silver Wraith by Park Ward, first reg. 29.11.48; serviced by makers, full history, one owner; £5,300.

A. FREEMAN, Ltd., Grosvenor Garage, Buenage Lane, Manchester, 06. Rus. 2874-5. [3135

1928 Rolls-Royce 40/50, Hooper saloon body 100% condition, ideal chassis for hearse.—Kennet Motor Works (1949) Ltd., Hungerford 64. [3663

ROLLS-ROYCE

R. C. MORTLAKE offers:—

1933 25hp Gurney Nutting sedanca sports saloon with boot, complete Rolls history from new; £1,095.

1936 25-30 H. J. Mulliner sports saloon with boot; £1,850.

1937 P.III sports saloon with boot, Mulliner, all mods., £1,695.

1937 25-30 7-passenger limousine; £1,575.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [2546

MASCOT MOTORS, Ltd., offer:—

1937 30hp Gurney Nutting special sports sedanca.

1936 30hp Mulliner sports saloon with division.

1936 25hp Barker owner-driven sedanca.

1935 40/50hp Thrupp sports tourer and saloon.

1934 25hp Salmon sports saloon.

1933 25hp Hooper sports saloon.

1932 25hp 3 saloons and one coupe.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4¼-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [3377

ROLLS-ROYCE 1939 Wraith limousine, Hooper coach-built, chauffeur-driven London; superb condition, only 20,000 miles, what offers?—Tel. Gro. 3261. [2855

1934 Rolls-Royce 20/25, A Mulliner body, good condition; £895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [2866

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices.—189-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8526. [6189

1932 Rolls-Royce Hooper 7-passenger limousine, face forward seats, synchromesh, two private owners, genuine 76,000 miles.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [1664

1935 Rolls-Royce Phantom II, U.K. series, owner-driver four light saloon with rear boot, by Barker, black with brown leather 43,000 miles only, a magnificent car in faultless condition.

1934 Rolls-Royce Phantom II P.Y. series, owner-driver sports saloon with rear boot, by H. J. Mulliner, black/ivory with black leather, recently resprayed, a very outstanding car, any trial, examination or part exchange welcomed.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [1485

ROLLS-ROYCE Phantom III, 70,000 miles, tapper & conversion carried out recently, Hooper double enclosed limousine; £1,285.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [1562

CLARKE'S OF FIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners, used cars available for inspection. Tel. Brookwood 2201-2. [0557

PHANTOM II 3¼ Continental saloon, 57,000, Rolls overhaul £170, very good tyres, luggage boot, enclosed grid, discs, sunshine roof, concealed running boards; photo.—Huggles, 660, Fulham Rd., S.W.6. Renown 2582. [5066

1933 Rolls-Royce 20/25, owner driver sports saloon by Thrupp & Maberly, beautiful lines; terms.—Condor Motors, Ltd., 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 6467, 9189.

1930 Rolls-Royce 25 Hooper limousine, in really excellent condition, £425; also 1926 Phantom I Barker limousine, one private owner, original condition; £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6666. [2292

ARCHIE SIMONS & Co., Ltd.—Rolls-Royce 20-25hp owner-driver saloon, coachwork by Hooper, colour black, cloth upholstery, two spares, one owner since 1936, a large saloon, excellent throughout; £975.—94, Gt. Portland St., W.1. Lan. 1345. [3576

WRAITH Rolls-Royce, first registered new 1945, fitted "P" with most lovely 4-door foursome drop head coupe by H. J. Mulliner, disappearing top, low mileage, exemplary history; £3,650.—Taylor & Crawley, 46, Kensington Court W.8. Western 6015. [1659

HEARSE 1935 Phantom II also 1937 Phantom III (mileage 30,000) fitted 5-door latest type 1952 streamlined Bearer Hearse Coachwork, also 25hp streamlined Deck Hearse, lavishly equipped, reasonable cost, illustrated brochure despatched.

ALPE & SAUNDERS (Limousine and Hearse specialists) Providence Court, North Audley Street, Mayfair-2941. [2916

BEAUTIFUL Rolls-Royce Phantom II sports foursome fixed-head coupe by Barker (first registered August, 1934), beautiful pastel blue finish, seven good tyres, new battery, radio, taxed year; only £950.—Pantiles Service Garage, London Rd., Guildford 5326. [3614

1937 (June) Rolls-Royce 25/30hp Hooper sports saloon in navy blue and dove grey with Bedford cord upholstery and loose covers; Rolls-Royce inspection (1.1.51) covering complete overhaul of engine and chassis available for inspection; A.A. inspection and trial invited.

THE CHESTER ENGINEERING Co., Ltd., City Rd., Chester. Tel. Chester 23477. [2716

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December 1948, genuine mileage 13,500, condition throughout indistinguishable from new; £5,950.

W. P. MAIDENS, Sleaford, Lincs. Tel. 156. [5276

£650!!—A car for the connoisseur, and believed to be the only one of its type made; Phantom II Rolls-Royce, fitted with a most magnificent open 4-seater Continental body specially built by Hoopers for a titled owner; the recorded mileage is only 31,000, which may easily be genuine; the car is finished in duck-egg blue with black flared wings; condition is immaculate and the car is open to any examination by Rolls-Royce Ltd.; a photo will be supplied to genuinely interested parties; the original Rolls tools in fitted blue-lined cases are unused.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 5951. After 6, Tulse Hill 4755. [3219

ROLLS-ROYCE

ALPE & SAUNDERS, Ltd. Rolls-Royce Limousines offered with Mechanical Guarantee Certificate. Recent:—

LIMOUSINE 1935 25hp Park Ward, swept tail, leather throughout, partition, low cost. Also

LIMOUSINE 1936 partition, 25hp, H.J.M., forward occasionals, small mileage, black, swept tail, superb condition. £1460.

LIMOUSINE 1936 (Septr.) 25hp Windover, partition, wide forward occasionals (recent Works overhaul). £1485.

LIMOUSINE 1937 30hp Park Ward, forward occasionals, partition, low mileage, black, nice order.

8000 miles 1937, Limousine, 30hp Thrupp, swept tail, forward occasionals, partition, black, spotless condition.

LANDAULET 1938 Barker 30hp, partition, forward occasionals, black, blue cloth, low cost.

LIMOUSINE 1939 (mileage 35,000), Phantom III (solid tappets), Windover, partition, forward occasionals, swept tail, black, exceptional throughout.

LIMOUSINE Wraith (August 1939) Park Ward, partition, leather throughout, 44,000, swept tail, delightful condition, black, reasonable cost. Seen:—

ALPE & SAUNDERS Ltd. always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2941. [2912

1935 20/25hp Rolls-Royce, first registered 16.4.35, fitted with very attractive Tickford foursome drop head coupe body by Salmons, finished in cream and brown with beige leather upholstery, fitted heater and Ace discs, this car has covered a very small mileage, has been chauffeur-kept, and was supplied new and always serviced by us.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [2895

Rolls-Royce Cars Wanted

SGOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, Lonsdale House, 31, St. Owens St., Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Grosvenor House, 150, Park Lane, W.1. (corner of Piccadilly). Grosvenor 5434. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0458

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

ROLLS 20/25 saloon or coupe.—Apply Box 7391. [1809

A & S always purchase 25/30hp Saloons with boot.

A & S also foursome coupes.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [1863

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0063

1946-7 or low mileage 1939, Rolls-Royce, owner driver sports saloon; around £3,000.—Advertiser, 6, Brasenose Rd., Wallasey, Cheshire. [5024

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [5688

ARTHUR MULLINER, Ltd., Coachbuilders Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars. Tel. Northampton 907. [0819

BROADWAY MOTOR Co. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d/b coupe bodywork; years 1930 to 1935.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls mechanical or coachwork. Large stocks of spares for all models.

W.S.W.19. —London Jaguar Dealers, 10, Morden Rd., Merton, Liberty 7222 (8 lines). [0625

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [0021

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0614

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley. Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2755. [10567

CENTRAL GARAGE, Croydon, specialists in servicing complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage Tel. Cro 7464. [11997

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [10064

ROVER 19

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1936 Rover 10 de luxe saloon, a clean and economical car, very roomy, sound mechanical condition, 299gns

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from. RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [3421

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 (September) Rover 10 saloon, fitted heater and radio, immaculate; £925.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3486

£85 —1934 rover 10 4-door saloon, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2982

1935 Rover 10 de luxe saloon, excellent; £225; inspection.—Vaughan, 17, Aldwood Mews, S.W.7. Fre. 1319. [3300

ROVER 10, 1934, good tyres, new battery, £55 re-spray just completed; £200.—Mott, 54, Hazelville Rd., N.19. Arc. 6515. [3183

325 gns.—Rover 10 1936 de luxe 4-door saloon. black, maroon leather, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Rover 10 1934 de luxe 4-door saloon. black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3273

1947 Rover 10 saloon, black, extraordinarily good condition; £950.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2989

1947 (June) Rover 10hp saloon, black, brown leather upholstery, sliding roof, heater, one owner, 27,000 miles, in excellent condition throughout; £975.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [3020

1939 Rover 10hp saloon, black with brown leather upholstery, radio, one owner, from new, 43,000 miles indicated and believed genuine, the very best in Rovers; £695.

GRAYS CARS (LONDON), Ltd., 277, Green Lanes, N. London, N.13. Palmers Green 2565. [3523

ROVER 11

1946 Rover 12 saloon, almost new condition, 30,000 miles; £895.—Pavilion Garage, Brigg Rd., Scunthorpe. Tel. 3854. [3058

1938 Rover 12 saloon, engine completely reconditioned, brakes and clutch overhauled, £540; also 1936 sports saloon at £495.

GARAGE SERVICE Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3402. [9976

1937 Rover 12, grey/green, excellent condition, late type body; £385.—G. L. Robinson, St. John's Rd., Stansted, Essex 2312/3271. [3564

1947 (December) Rover 12hp saloon, beige, brown leather; £895.—Vanderveils (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3522

1946 (Sept.) 6-Light sunroof saloon, black/brown, one owner moderate mileage, exceptional condition; £925.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [3128

1938 Rover 12 saloon, black with brown hide, beautiful condition in every detail, recently overhauled and reconditioned, radio, one owner; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [3615

£635 !—1938 Rover 12 saloon, most magnificent example, cannot be faulted on any score, definitely 1948 condition and a lot better than some at that! Finished black with green leather, completely untouched.

GRAYS CARS (LONDON), Ltd., 277, Green Lanes, N. London, N.13. Palmers Green 2565. [2587

ROVER 14

LEX GARAGES, Ltd., offer:—

1939 Rover 14 saloon, completely overhauled and reconditioned through-out; £750.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [3514

249 gns.—1936 Rover 14 sports saloon.—Automp Ps., 5, Balham High Rd., Balham 1509. [3535

1936 Rover 14, immaculate, £350.—Barnes, 315 Mitcham Rd., Hampstead, N.W.3. Hampstead 2231 Mel 1627. [3047

£398 —Rover 14 special sports 4-dr. saloon, original bodywork very well kept, complete reconditioned engine; others.

DENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6 (50 yds. Holland Park Tube). [2726

1947 Rover 14 6-light saloon, 18,000 miles guaranteed practically as new, £1,095.—Cyril Shepard, 102, Kings Rd., Reading 2715. [3550

1937 Rover 14hp saloon, 14,000 miles, quite exceptional.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2886

1947 Rover 14 6-light saloon black in really excellent condition £1,095.—S. Bowen & Son Silloide Garage Edgware. Tel. Edgware 4464. [3557

1936 Rover 14 de luxe saloon, extremely well kept, in above average condition; £325.—A.Z. Motors, Dalmeston Rd., E.W.8. Mal 4725. [2940

MARBLE ARCH MOTOR SUPPLIES, Ltd., offer 1935 Rover 14 saloon, good mechanical condition and appearance, black, green upholstery; £275.—The Wat-ford 4491. [2904

ROVER 14

1937 Rover 14 saloon, reconditioned works engine (500 miles), new roof, bodywork and tyres excellent, taxed Dec.; £550.—Gittens, 469, Southmead Rd., Bristol 66132. [3077

1939 One owner, Rover 14hp, special Tickford sports drop head fullroome, 42,917 miles, new tyres, this car is in original condition and sound, disgrace many 1952 models, green with green leather, and carpets all quite spotless and as new, built-in tools, all intact, engine and transmission absolutely inaudible, a very rare model of a delightful luxury car, beautifully maintained, taxed.—Speedsters, Ltd., the best conditioned sporting cars in the country; offices at "Old Straddles," Cross Oak Lane, Saffords, nr. Redhill, Surrey Horley 628. [2414

ROVER 16

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Rover 16 saloon, very good condition throughout, £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3487

ROVER 16/9, 1940, one owner, new engine 1946; no dealers.—Box 7545. [2850

1947 Rover 16 saloon, black, radio, heater, as new; £1,095.—Hendon Central Garage, Hendon 1425-4. [2968

1938 Rover 16, 4 new tyres, new battery, carefully maintained; £475.—Gomme, Springs Odns., High Wycombe 450. [2751

1947 Rover 16, grey sports, H.M.V. radio and Rimadjisbers, first-class condition and appearance throughout.—Tel. Prospect 9188, or Box 7497. [2749

1947 Rover 16hp sports saloon, immaculate condition throughout, 37,000 miles, radio, heater and many extras.—Dr. P. Holliday, Wingfield Rd., Trowbridge, Wilts. Tel. 2018. [2709

ROVER 16 saloon, 1938, £150 spent recently on engine, steering, etc., £80 spent on reupholstering and repaint, chrimium parts, finished Rover blue/blue upholstery; £550; private sale but terms arranged.—Box 7569. [3560

1939 (June) Rover 16 sports saloon, condition equal to post-war model, a quality car in the right condition; £695, exchanges, hire purchase.—B. & H. Motors, 1464-6, High Rd., Whetstone, Finchley, London, N.20. Tel. Hillside 6672. [2989

895 gns.—Rover 14 (October, 1946), de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3274

1947 Rover 16 6-light saloon, colour black, brown leather, fitted with H.M.V. push-button radio, taxed, in excellent condition throughout, open to any examination or trial; three months' written guarantee; £1,065.—R. S. Mead (Sales), Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead 5431/2. [2231

ROVER 20

425 gns.—Rover 20 1937 4-door sports saloon, black, sliding head, grey leather, Windtone horns, very carefully used, exceptional condition, taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3275

ROVER 60 & 75

TOM GARNER, Ltd., offer

1950 Rover 75 P.4 saloon, pastel blue with blue upholstery, fitted radio and heater, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3794

TICKFORD, Ltd., offer:—

1949 (Dec.) Rover P.4 sal., speedo reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

1948 Rover 75 sports sal., 10,000 miles, green, green leather, radio, one owner, ex. cond.

1948 Rover 60 sal., black/green leather, radio, heater, 15,000 miles, ex. cond.

1948 Rover 75 grey sports sal., leather, 24,000 miles, heater, one owner, ex. cond.

S. Upper St. Martin's Lane, W.C.2, Temple Bar 3338. [2779

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P4 saloon, black, red leather, heater, 8,000 miles; £2,050.

1950 Rover P4 saloon, black, green leather, heater, 12,000 miles; £1,895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 5761. [3612

1950 (October) Rover P4, black, grey leather, 11,000 miles only, one owner.

RIPCO, Ltd. (Rover Purchased), 18, Albemarle St., Mayfair, London, W.1. Regent 2952. [3043

LATE 1950 Rover P4 saloon, green with grey leather upholstery, low mileage, heater, in spotless condition throughout, taxed.

IRON BRIDGE SERVICE DEPOT, South Rd., Southall, Middx. Southall 2355. [3321

180 miles.—1950 Rover P4 saloon, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2886

1950 (Oct.) Rover 75 P4, mileage under 9,000, black and red, loose covers, immaculate; £1,900.—Harris-Mayes, Ace of Herts Garage, Watford 4026. [3369

1950 Rover P4, immaculate, black cellulose with red leather, moderate mileage, radio, etc.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519. [3444

CAMDEN MOTORS.—Rover 75 saloon, late 1948, in green, fitted heater, seat covers, who's car practically indistinguishable from new and in mechanical condition almost impossible to fault; £1,295.

CAMDEN MOTORS.—Rover 75 sports saloon, 1949, black, red leather maintained and serviced by distributors every 2,000 miles, a beautiful one-owner specimen, 14,000 miles; £1,395.

CAMDEN MOTORS.—Rover P.4 saloon 1950 the gem of our whole collection of 70 Rovers, immaculately finished in green with green upholstery and literally without blemish of any description, faultlessly maintained and serviced by County Rover distributors every 1,000 miles, all usual extras, heater, seat covers, etc., any trial or examination welcomed.

CAMDEN MOTORS Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [3496

ROVER 60 & 75

1950 Rover 75 P.4 saloon, 5,900 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3336. [3369

HATTON MOTORS, Ltd., 91, Broad St., Birmingham, specialise in carefully used Rover 75 and all other Rover models, pre-war and post-war; any car taken in part exchange; write or telephone and let us know your requirements, distance no object.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Tel. Midland 2457. [3571

ROVER 75 saloon, 4-light, registered March, 1950, exclusive use as Mayoral car, 9,700 miles, chauffeur-maintained, carefully used, showroom condition; reason for sale is purchase of limousine; inspection by appointment.—Tel. Slough 23381. Extn. 61, offers in plain sealed envelopes endorsed "Rover Car" to Town Clerk, Town Hall, Slough.

LAND-ROVER

EVANS (WIMBLEDON), Ltd. offer:—

A SELECTION of high-grade used Land-Rovers with 3 months specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0166-4. [4069

HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer:—

1950 (Apr.) Land-Rover, 9,000 miles, first-class condition, fitted car tyres on rear and spare.

1949 (Feb.) Land-Rover, 12,000 miles, very carefully used.

THE above are examples from the finest stock of reconditioned, guaranteed Land-Rovers and ancillary equipment in the country; prices from £595.

SOUTH WOODFORD, E.18. Tel. Wanstead 0056. [3228

1950 (July), as new, low mileage; £600 or near offer.—Kensington 3591. [3353

1950 (April) Land-Rover, 13,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [3160

1950 series Land-Rover, heater, trafficators, many extras, superb order; £650.—Odeon Motors, Ltd., Barnet 4100. [2954

1949 17,000 miles, good tyres, etc.; £595.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2103. [2989

Land-Rover Cars Wanted

LAND-ROVER in good condition wanted.—32, Brookham Drive, Ilford, Essex. Tel. Valentine 2088. [1250

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [6069

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

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BOURNEMOUTH (Bournemouth 6314)

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 5454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [10289

CAMDEN MOTORS.—Rover 12hp saloon, 1954, in C, much above average condition for a car of its year, good tyres and typical smooth Rover performance; £175.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1937, special 4-light model, in black with navy blue leather interior, attractive lines, and modern instruments, fast and economical; £345.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1940, opportunity for discerning Rover enthusiast to purchase identical model to the post-war series at pre-war price, whole car in good all-round condition, attractive green finish; £595.

CAMDEN MOTORS.—Rover 12hp saloon, 1948, one owner only, whole car almost indistinguishable from brand new and licensed for two years only since first registered, mileage practically negligible, original tyres, spare only used twice, tools not even unwrapped, one of the very finest we have handled; £1,075.

CAMDEN MOTORS.—Rover 14hp saloon 1936 black, red leather, a sturdy reliable car in sound running order, good tyres; £295.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1937, black/blue, fitted discs, etc., original finish excellent tyres and outstanding performance; £345.

CAMDEN MOTORS.—Rover 14hp saloon, 1936, dark blue, fitted discs and passlights, excellent runner; £495.

CAMDEN MOTORS.—Rover 14hp saloon, 1940, very late registration and moderate mileage attractive Rover green finish, identical features and instruments to post-war model and in our usual exclusive condition; £695.

CAMDEN MOTORS.—Rover 14hp saloon, 1946, black/brown, seat covers, heater, etc., one fastidious owner; £875.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1938, fitted radio, passlights, seat covers, stylish Rover grey with leather, engine reconditioned last Autumn; £595.

CAMDEN MOTORS.—Rover 18 saloon, 1947, green/tan, heater, etc., beautiful condition; £995.

CAMDEN MOTORS.—Rover 75, see our separate advert under Rover 75.

CAMDEN MOTORS, Ltd., Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2341 (5 lines). —Write for cost-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [2106

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3548.

1940 Rover sports saloon, black, coachwork in perfect condition, small mileage.—Replies to Box 7441. [2254

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 221 Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0701

Rover Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. [0971

HENLY'S, Ltd.,

ENGLAND'S Largest Rover Distributors,

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2281.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0942

OFFER your Rover to Ripco, 16, Albemarle St., Mayfair, W.1. Regent 2952. [3053

WANTED, Rover P4 saloon, covenant free; no dealers.—E. Fletcher, 32, Greville Rd., Cambridge. [3146

AS new post-war Rover required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 1268 (day).

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

JACK OLDING Ltd., 8-10, North Audley St., Rover retailers, require cars in first-class condition.—Mayfair 5242. [0616

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5336, will purchase low mileage post-war Rover cars. [2786

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool 1. Tel. Royal 6622. [7736

WANTED from original private owner, 1949/50 Rover 60 or 75 model.—Adams, 685, Durham Rd., Gateshead. Tel. 75532. [2998

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0900

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

DISMANTLING Rover 14, 1934, most new axleshafts.—Motolympia, Welshpool. Tel. Oswestry 480. [0435

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—221, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302

SINGER

DJ. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [0252

1949 Model Singer 12hp saloon, black, brown interior, immaculate condition throughout; £650.

COLE'S GARAGES, Wornie Rd., Wimbledon, London, S.W.19. Tel. Wimb edon 0195-6. [5263

GORDON CARS (LONDON), Ltd.—1951 (B.M.T.A. Consent) Singer 4AB model Roadster, blue, exceptional condition.

GORDON House, 375, Euston Rd., London, N.W.1. (Euston 6611.) [3462

1937 Singer Bantam 4-door saloon, sound car, £150.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot 4162. [1472

1947 Singer 9 Roadster, black, 17,000 miles, excellent condition; £560 or nearest.—28, Canterbury Way, Cranley Green, Herts.

1950 model Singer 1,500cc. showroom condition; offers over £1,000; view any time.—Lewis Bros., Berry Green, Finedon, Northants. [5064

1950 Singer S.M. 1500 saloon, black, beige leather upholstery, 12,000 miles, one owner, as new, any trial, taxed; £975 or offer.—Box 7598. [3626

1947 Singer 10, maroon, carefully used; £595.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2818

1939 Singer 9hp saloon, in very nice order; £350, or terms.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-6. [2664

525 gns.—Singer Super 10 (Dec., 1946) de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Singer 9 1939 sports 2/4-seater Roadster, red, red leather, new hood, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3276

SINGER

MANCHESTER, South Lancashire, North Cheshire; specialized sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester, Deansgate 4507. [0399

1950 (Nov.) S.M.1500 saloon, blue, beige leather, one owner, 9,000 miles; £1,050; a choice of selected Singer cars always in stock.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0012. [3129

1947 Singer Super 10 saloon, two owners, speedometer reading 32,000 miles, taxed December 1952, insured November 1952; for sale by auction on March 27 at 11 a.m. by Bradley & Vaughan, Haywards Heath (Tel. 91). [3656

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0986

SINGER 10, in good condition, wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2096. [2292

Singer Spares and Service

REPAIRS; reconditioned gear boxes.—10, Winchester Mews, N.W.5. Pri. 6159. [0101

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091-2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

SSIMMONS (MAYFAIR) for all sports carriages, including:—

FRAZER NASH-B.M.W. 326, £10 tax, first registered in this country 1949, l.h.d., believed 1939 model, colour grey, exceptional condition throughout.

LAGONDA 1948 V.12 Rapide short chassis d.h.c. coupe, immaculate and original condition, nominal mileage only.

ALFA-ROMEO 1,500cc twin-cam unblown drop head, body by Young of Bromley, coachwork leaving a little to be desired but mechanical condition superb, bills being available for approximate £180.

M.G. T.C. (December, 1948), colour red, unmarked, numerous extras, 14,000 miles, one careful owner only.

SIMMONS (MAYFAIR). All enquiries to Office, 12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2635. [5475

BLAKES.

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RACING Car Specialists.

BUY and sell racing and sports cars of all types; specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [1135

MERCURY offer:—

FRAZER NASH 2-4-seater Colmore in superb condition, this is the actual 1932 Show model and has been maintained in exceptional condition by well-known owner, fitted with Brooklands Meadows engine, with outside exhausts, fold-flat windscreen and twin aero screens, radiator stoneguard, polished axle, large instruments, alloy cycle type guards, perfect tyres, new hood and zip tonneau, finished in metallic grey, a perfect example of a famous model owing to purchaser being unable to take delivery; £545.

TERMS or exchanges with pleasure.

SELECTION of over a dozen good sports cars to choose from.

MERCURY MOTORS, 583, Northolt Rd., South Harrow. Byron 2057. [5467

B. & G. MOTORS offer:—

£125.—Austin 750cc Ulster-type 2-seater, red, outside exhaust, fold-flat screen, etc., very fast.

£99.—Riley 9 (sounds like a centipede with a wooden leg, i.e., 99 bonk!). Seriously a Riley 9 Monaco sports saloon in excellent mechanical order, goes like a double-pulsed atom bomb, twin carburetor engine, good batter, good tyres and keeps the rain off your spats; other than the above we have sold out but no doubt by the time this advert appears in print we shall have acquired a number of sporting vehicles all well under £200, so please give us a ring.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3579. [3114

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters for above average condition; please telephone for details of current stock, including:—

ALFA-ROMEO 1929, twin cam, 1,500cc, blown, team car.

ALFA-ROMEO, 1934, blown, 1,750cc, coachbuilt saloon, entirely reconditioned mechanically.

BENTLEY 1927 Red Label Vanden Plas tourer.

HUMBER 1926 8hp tourer, in original condition.

LAGONDA, 1932 16/80 saloon, crash box, excellent condition.

PARTICULARS of vintage and sports cars for disposal with photographs and price required, will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [2810

SPORTS CARS

RAYBERN CARS, Ltd., offer

£475.—Riley 9 Imp 2-seater, maintained regardless of expense, a really classic example of this very popular model; open to any inspection.

£85.—Riley 9 Biarritz saloon, taxed, ready to drive away; see also under "M.G."—Alton Rd., Richmond, Surrey. Richmond 0469. [3351

CAMDEN MOTORS sports cars.

B.S.A. 10hp front wheel drive 4-seater sports, 1939.

B.S.A. 10hp front wheel drive 2-seater sports, 1938.

B.S.A. 10hp front wheel drive 4-seater sports, 1938.

B.S.A. 10hp front wheel drive 4-seater sports, 1937.

B.M.W. foursome drop head coupe type 45, 1957.

SINGER Le Mans 2-seater special sports, 1934.

SINGER 9hp 4-seater sports, 1947, red, red leather.

SINGER 9 4-seater sports, 1946, black, fawn.

SINGER 9 4-seater sports, 1939, new hood and tyres.

VAUXHALL 12 special close-coupled sports, 1937.

RAILTON special Fairmile foursome coupe, 1936.

RAILTON Straight 8 open 4-seater, 1935.

RAILTON open 4-seater, bills £200, 1938.

RAILTON Straight 8 sports saloon, 1936.

M.G. T.A. Midget 2-seater, 1937.

M.G. T.A. Midget 2-seater, 1938.

M.G. T.A. Midget Tickford drop head, 1939.

M.G. P.A. Midget 2-seater, 1935, new engine.

M.G. T.C. Midget 2-seater, 1947, cream/green.

M.G. T.C. Midget 2-seater, 1948, red, overhauled.

M.G. 1½-litre sports saloon, 1950, bronze.

M.G. 1½-litre 12hp special sports saloon, 1934.

M.G. 1½-litre 12hp drop head foursome, 1938.

M.G. 2-litre foursome drop head coupe, 1939.

ALLARD 2-seater Roadster, 1948.

ALLARD 4-seater Roadster, 1948.

RILEY 1½-litre 12hp special Kestrel saloon, 1937.

RILEY 1½-litre, 1938, manual gears, overdrive.

RILEY 1½-litre foursome drop head coupe, 1940.

RILEY 16.4 Kestrel saloon, 1938, engine sleeved.

ALVIS 12/70 foursome drop head coupe, 1939.

ROVER 14 special Speed model, 1935.

ASTON MARTIN 2-litre sports, 1939, £150 overhaul.

CITROEN Light 15 Roadster, front wheel drive, 1948.

TRIUMPH 2-litre Dolomite Royal Roadster, 1939.

ALVIS 12-70 sports saloon, 1938, recent overhaul.

ALVIS 12-70 sports saloon, 1940, unblemished.

ALVIS Speed 20 Vanden Plas sports saloon, 1934.

ALVIS Speed 25 Vanden Plas sports saloon, 1938.

ALVIS 20hp Crested Eagle sports saloon, 1936.

HOTCHKISS 3½-litre Paris-Nice sports saloon, 1937.

MORGAN 4/4 drop head coupe, 1949, tiny mileage.

LAGONDA 4½-litre sportsman's saloon, 1936.

LAGONDA V.12 short chassis, 1939, £400 overhaul.

FOR details and prices of the above, call, write or 'phone:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [2181

RICHARDS & BROWN offer:—

£295.—B.S.A. Scout Mk. 6 4-seater tourer, 1939.

£325.—M.G. J.4 supercharged Midget.

£225.—M.G. Magnet pillarless saloon, 1935.

£275.—Alvis, Silver Eagle saloon, 1935.

RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 0191. [2310

SPRINGBOK MOTORS offer:—

1936 Riley 12hp Kestrel, black/red leather, excellent condition throughout; £355.

1936 S.S.II 4-seater tourer, in most amazing and immaculate condition, twin spot lights, twin hooters, new hood and side screens, new tyres, blue leather; £295.

1935 S.S.I 16hp 4-seater tourer, mechanically perfect, new tyres, resprayed apple green; £225.

1937 Talbot 18 saloon, a really fine car; £295.

STUDEBAKER President 1937; £280.

SPRINGBOK MOTORS, 141-143, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5740; also 419, St. Albans Rd., Watford 7455. [5356

1935 Singer 9 Le Mans red 4-str. tourer, reliable; £125.—44, Stuart Rd., S.W.19. [2786

RENAULT Viva Grand Sports saloon, 4.6-litre, in perfect condition, new carburettors.—Kensington 6955, or letter only to Roberts, 56a, Princes Gate Mews, S.W.7. [3517

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

ROWLAND SMITH'S for Sports Cars.

495 gns.—Aston Martin 1934 (registered 1937) 1½-litre short chassis Le Mans 2/4-seater, red, red leather. Arnott supercharger, outside exhaust, large rear tank, cycle-type wings, standard and racing screens, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

445 gns.—M.G. 1938 model 1½-litre special sports 2-seater, black, blue leather. Windtone; terms, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below. [9277

145 gns.—Alvis 1927 12/50, type SD.1496cc super sports 2-seater, grey, red wheels, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3280

HARRY LESTER, sports car specialists, offer:—

1949 M.G. T.C. sports, as new; £745.

1935 M.G. N.A. type Magnette; £275.

1937 Riley Kestrel; £385.

1937 Rover 16; £475.

1939 Lancia Aprilia coupe by Sarina; £995.

1938 Aprilia saloon; £675.

H. LESTER (CARS) Ltd., Bath Rd., Thatcham, Berks. Tel. 3129. [2576

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlx. (Ealing 6441.) [4270

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ALLARD J.2 mileage 1,250, 1950, £1,100; Alvis/Lancia straight 8, 120mph tourer, £10 tax, £225.

ALVIS Crested Eagle saloon, 1954, £145; Armstrong Siddeley Special V.P.D. tourer, 1955, £195.

ALFA-ROMEO 1½-litre tourer, 1927, £175; Austin 10hp cabriolet, 1935, £255.

AUSTIN 16hp cabriolet, outstanding, 1937, £325; Austin 10hp saloon 1934, £135.

BENTLEY 3½-litre saloon by Van Vooren, 1936-51, ride control, £10 tax; £925.

BENTLEY 4½-litre blower tourer, 1931, £495; Bentley 4½/3-litre tourer, 1930, £345.

BENTLEY Red Label close-coupled saloon, 1926, £250; Red Label V.D.P. tourer 1925, £265.

CHRYSLER 24hp utility, 1936, £175; Brough Superior drop head foursome, 1956, £395.

DELAGE 2½-litre streamlined saloon by Fernandes, 1935, £325; Fiat 1½-litre saloon, 1937, £595.

FRAZER NASH-B.M.W. Type 45 cabriolet, 1938, £325; Ford V.8 convertible, 1939, £295.

FORD V.8 saloons, 1936, 1937, £185 each; Ford 8 saloon, 1953, exceptional, £195.

HOTCHKISS Paris Nice d./h. foursome, specimen 1937, £665; Hillman Minx, 1940, spotless, £425.

JAGUAR 2½-litre saloons, 1936 £145 and £175; Jeep utility, 1948, £275.

LAGONDA 4½-litre Rapide chassis 1935, £175; Lagonda 4½-litre d./h. foursome, 1934, £425.

M.G.—See under M.G. column.

MORRIS 18hp saloon, 1936, original, £145; Morris 8 tourer, 1939, £295.

PACKARD 30hp d./h. foursome, 1938, £395; Packard Super 8 limousine, 1950, £125.

RILEY 2½-litre roadster, August 1950, 17,000 miles, one owner, £1,450; Adelphi saloon, 1936, £895.

RALTON stream lined coupe by Berkeley, 1934, £195; Ralton saloon, 1934, £175; both spotless.

ROLLS-ROYCE 21.6 two close-coupled owner-driver saloons, 1926, £245; 1928, £350.

ROLLS-ROYCE 40/50 van, beautiful condition, £95; Renault 8hp saloon, 1940, l.h.d., £295.

ROVER 12 saloon, 1939, £475; Rover 14 saloon, 1936, £295 (checked throughout).

S.S.1 20hp d./h. foursome 1935, £195; Singer 9 Bantam saloon, 1936, £225.

SINGER 9 Le Mans 2-seater, Vertex, etc., 1936, £265; Singer 9 coupe 1935, £165.

STANDARD 8 tourer, beautiful condition, 1940, £525; Talbot 75 saloon, 1937, £275.

VAUXHALL 14 tourer, checked throughout, 1935, £245; Wolseley Hornet tourer, 1932, £125.

WOLSELEY 14 saloons, both one owner, 1937, £445; 1939, £525.

VINTAGE AUTOS, specialists in Vintage, Continental sports and racing cars; always at least 50 cars at competitive prices.—189-195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [8190

1926 Morris Cowley 11.9, Hotchkiss engine, 2 within, 2 without, new Triplex hood, side-screens, recently coachpainted, immaculate condition; £75.—Garner, 21, Avondale Rd., Waterlooville, Hants. [2741

1935 Ford V.8 30 2/3-seater fixed head coupe, fantastic performance, oversize rear tyres, host of extras, chrome replated, new battery, radio, recently sprayed, taxed; £125.—Swandease Garage, Arundel Rd., Worthing, Sussex. [3328

LAMMAS GRAHAM 1937, specially fitted Ford V.8 30 engine, English coachbuilt saloon, modern lines, leather upholstering refinished maroon, any trial, view by appointment; £350.—Wardropper, The Drift, Spring Rd., Ipswich. Tel. 78567.

£25 Singer 6 saloon, taxed; £25. Wolseley 12 saloon, taxed, £175. Jeep with closed body; £295. M.G. 2-litre Tickford d.h. one owner, taxed year, radio.—C. Arnold, Boothville Service Station, Kettering Rd., Northampton. Tel. Northampton 2295. [5332

S.S. 100 competition 2-seater, 2½-litre, superb looks, satisfying controllability, startling performance, gives enthralling motoring. 5-95mph in top. 25mph new tires, battery, weather equipment, fine fettle throughout; cerest £500; prefer exchange potent saloon.—Box 7005. [3629

ALTON GARAGE, of Paddington.—£25 upwards will buy any one of our large number of "non-Alvis" sports cars and saloons; at present £165 or £55 deposit; M.G. 12 sports coupe, excellent little runner, £215 or £72 deposit; Hillman Minx drop head very well maintained by previous owner; many others available, and callers are always welcome.—17-19, Brook Mews North, Craven Rd., W.2. Paddington 2952. [9041

SPORTS CARS

30/98 E-type Delage, f.w.b., original Velox body, fold-flat screen, new hood, battery, front tyres, body timbers, lot of money spent, mechanically sound in every respect, crank and rods among spares; last raced Silverstone 1951; offers approaching £200.—Rectory, Raseibech, Northants. Maidwell 265. [5079

Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 6441.) [4270

A GOOD Alvis 14hp or American drop head coupe, very urgently wanted, 1936-39.—Kensington 6265. [3518

WE are keen buyers of sports and Continental cars.—Potter & Richards, 35, Kinnerton St., Wilton Pace, Knightsbridge, S.W.1. [9417

WANTED, sports car or vintage car in exchange for Car Wood speedboat, 28ft. fitted new 250hp Hudson Invader in 1950, ideal pleasure or commercial.—Write Wilscox, Swandease House, Salvington Hill, Worthing, Sussex. [3329

Sports Cars, Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Autoneers, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

SPECIALISED service offered to racing and sports car owners. For better performance, improved cooling, and even heat distribution, have your cylinder head copper-plated (copperised) by technical experts.—Farm Repairs, Ltd., Fisher Gates, Nottingham. Tel. 45816. [0185

110 gns.—1955 S.S. 1608 sports saloon, good order.—Autosnips, 5, Balham High Rd. Balham 1008. [5534

1935 S.S.12 utility, very good mechanical order; £150.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [5606

STANDARD

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire-purchase Specialists.

1939 Standard 8 tourer, finished maroon with upholstery to match, excellent engine, 40 m.p.g., 5 good tyres, full all-weather equipment, taxed; 299gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; unique 3 months' written guarantee; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Fast Maida Vale 6084, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [5420

S. O. SMITH (MOTORS), Ltd., offer:—

1946 Standard 8hp drop head coupe, respayed black, reconditioned engine; £495.

S. O. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [3604

1946 Standard 8 sal., black, brown int. ex. cond., 18,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2 Temple Bar 5330. [2785

1947 Standard 8 coupe.—Autowork, Ltd., Winchester. Winchester 4634. [2830

STANDARD 8 saloon, 1946, new engine and tyres, taxed, perfect; £465.—Tel. Mea. 3405, p.m. [2689

£549—Standard 8, 22,000 miles, one owner, radio, beautifully kept, special opportunity; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds Holland Park Tube). [2727

£395—Standard 8 1940 4-dr. sln., interior and bodywork excellent, good tyres, choice 5 s.a., many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds Holland Park Tube). [2724

1947 Standard 8 saloon, grey, blue leather, excellent condition; £495.—Hendon Central Garage, Hendon 1423. [1987

1948 Standard 8 drop head coupe, taxed, grey with blue upholstery; £525.—Northways Garage, Swiss Cottage, N.W.3. Primrose 3127. [5307

STANDARD 8hp saloon, 1947 (November), grey; in very nice condition; six months' guarantee.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. [5121

1939 Standard 8 tourer, recent new engine, beautiful order; £355.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [2825

1939 Standard 8 saloon, black, sun roof, immaculate condition throughout; £375.—M.B. Motors, 356 New Cross Rd., London, S.E.4. Tideway 3770. [1209

445 gns.—Standard 8 (Sept., 1946) foursome drop head coupe, grey blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5277

CEDARS GARAGE.—1946 Standard 8 drop head coupe, 12,000 miles, grey with blue leather; offered with our usual three months' guarantee and two free after sales services at £525.—Cedars Garage, Lee Terrace, Lewisham, Lee Green 2620. [2312

WALTER SCOTT, Ltd.—1946 Standard 8 sun saloon, grey, blue leather, works reconditioned engine, exceptional condition throughout; £495, terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [7162

STANDARD 9

1937 Standard 9 de luxe saloon, reconditioned engine, recellulosed, very smart appearance; £295.

MAGDALEN MOTORS 311, Trinity Rd., Wandsworth Common, Battersea 5573. [3312

WALTER SCOTT, Ltd.—Late 1939 Standard 9 de luxe saloon, grey, exceptional condition; £395, terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5309

STANDARD 10

£325—1938 Standard 10hp 4-door de luxe saloon in above average condition.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [2157

STANDARD 12

ACRES offer:—

1947 Standard 12 saloon, black, brown upholstery, carefully used by fastidious owner; £695.

1946 Standard 12, grey, low mileage, one careful owner, indistinguishable from new; £695.

1938 Standard 12 drop head coupe, magnificent condition throughout; must be seen to be believed; £495.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [1908

COACHCRAFT offer:—

£300—Standard Flying 12, 53,000 miles only, 1936 model but practically as new throughout, unique car in every respect.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [3458

RUSSELL MOTORS offer:—

1947 Standard 12 4-door saloon de luxe, many extras, low mileage.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [2998

B. J. HUNTER, Ltd. offer:—

1947 Standard 12 saloon de luxe, very superior condition; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [7420

1940 Standard 12 de luxe saloon, green, in most exceptional condition; £450.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [2508

1947 Standard 12 saloon, black, leather interior, fitted factory reconditioned engine; £795.

FERRARIS OF CRICKLEWOOD Ltd. 220-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3544

1938 Standard 12, mechanically sound, black, blue leather; £310.—King's Motors, 1, High St., Edgware. Tel. 4251. [9943

£375.—Standard 12 1938 4-dr. sln., excellent throughout, fully equipped, all extras, cause 5; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds. Holland Park Tube.) [2725

1939 Standard Flying 12 drop head coupe; £365. 1939 12 saloon; £360, head payments.—Oldfield, 366, Kensington High St., W.14. Western 6631. [5167

1947 Standard 12 saloon, nominal mileage, beautiful condition throughout.—Sidney Marcus Ltd., 55 Sloane St., S.W.1. Tel. Sloane 8557/6970. [1917

1938 Standard 12 de luxe saloon, excellent mechanical condition; £265.—Dalston Motors 517, Kingsland Rd., Dalston, E.8 Clissold 4945. [1470

WALTER SCOTT, Ltd.—Late 1948 Standard 12 coupe, grey, exceptional condition, one owner; £775.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914.

£245.—Genuine 1938 Standard Flying 12 de luxe saloon, runs well, needs respray, definitely unrepairable.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [5566

1947 Standard 12 saloon, black/green upholstery, exceptional condition throughout; £755.—Modern Service (Wimbledon) Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [9959

TANKARD & SMITH, Ltd., offer 1948 Standard 12 d.h. foursome coupe, in black with brown leather, whole car in beautiful condition, nominal mileage, fitted radio, £745; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [2773

1948 Series Standard 12 de luxe sun saloon, finished attractive beige with leather upholstery throughout, fitted radio and heater, tailored loose covers, radiator muff, taxed to December; an exceptionally well-serviced car, in really first-class condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON) Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-8. [3242

1947 Standard 12 de luxe saloon, sunshine roof, beautifully finished in the original and unmarked black with maroon leather interior and new fitted carpets to match, works engine fitted only covered 5,000 miles, excellent tyres, fitted twin chrome Windtone horns, taxed and insured; £675; terms and exchanges, delivered free.

MADISONS ENGINEERING Co., Cross St., Penderton, S. Pen. 5457. [5529

STANDARD 14

JACK ROSE, Ltd., offer:—

1948 Standard 14hp drop head foursome coupe in black, a beautiful car, tyres, upholstery, paintwork, hood, etc., exceptional; open to any reputed examination; £765.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5501

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (August) Standard 14hp saloon, black, red leather upholstery, 25,000 miles, very good tyres, a first-class example of this very popular and smart model; £795.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121, 16 lines. [3648

1948 Standard 14 taxed one owner, immaculate condition; £745. Cunningham 1191. [5343

1947 Standard 14 de luxe saloon, 24,000 miles, one owner black/brown leather, magnificent condition; £775.

H. A. SAUNDERS, Ltd., 530, Euston Rd., N.W.1. Euston 4511. [3526

1946 Standard 14, black heater, mileage 22,000, one owner, any trial.—18, Murray Rd., Workington. Tel. 605. [3079

1948 Standard 14 saloon, one owner, low mileage, £755.—Roys Automobiles Ltd. 127 Parkway N.W.1. Euston 7700. [8154

1948 sunroof saloon, black, blue leather, moderate mileage; £715.—H. A. Saunders, Ltd., 143, Golders Green Rd. N.W.11. Speedwell 0311. [5130

L. F. DOVE offer:—1947 Standard 14 saloon, black with red upholstery, one owner, superior condition, £775.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5471

USED CARS FOR SALE AND WANTED-- SPARES AND SERVICE

STANDARD 14

1947 Standard 14hp saloon, black, fawn upholstery, one owner: £695.—Vanderveile (Buyers of Good Cars), 215 Haverstock Hill, N.W.3. Primrose 4441. [1231

STANDARD 14, March, 1948, excellent condition, owner taken delivery of new car; £695; no offers. —Brackendale, Pine Coombe, Addington, Surrey. Addiscombe 1462. [1404

1949 Standard 14, positively sparkling, genuine 18,000 miles, quite unmarked inside and out, l.h.d.; real opportunity showing over £100 saving; £635. —A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [1153

STANDARD VANGUARD

ROUNDABOUT offer:—

1950 (January) Vanguard saloon, green with leather, heater, one owner, 22,000 miles; £985.

ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [2941

PHILIP RICKARDS, Ltd., offer:—

1950 Standard Vanguard estate car, gunmetal grey, 16,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [3449

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, black, red leather, radio, 9,000 miles; £1,225.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2274

WELL HALL ROAD GARAGE offer:—

1949 Standard Vanguard in green, one owner, 35,000 miles (new engine 5,000 miles back), in extremely good condition throughout, carefully maintained, good tyres, taxed for year, three months' guarantee; £695.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Elt. 3434. [1711

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon; £1,150.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon; £975.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3457

1950 Standard Vanguard saloon, blue, maroon leather, heater, 11,000 miles, one owner.

PECO, Ltd. (Vanguards purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [3047

1950 Standard Vanguard saloon, 4,000 miles.—Autowork, Ltd., Winchester, Winchester 4854. [2796

1950 (Jan.) Standard Vanguard estate car, 16,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3161

1950 (July) Vanguard, leather, 8,000 miles; £1,175.—Barnes, 315, Finchley Rd., N.W.3. Ham-2221. Mal. 1627. [3663

1949 Vanguard saloon, grey with grey leather, very good condition; £895.—John Trigg, Ltd., Portsmouth Rd., Esher. Esher 1254. [2104

1949 Standard Vanguard saloon, metallic grey, grey leather, genuine car; terms, exchanges; R.A.C. or A.A. examination invited; £995.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3051

1950 (November) Standard Vanguard, grey and red, 15,000 miles, spotless, any examination or trial, taxed year, one owner; £1,025.—Haskins, Ladbroke 1155. [2976

1950 Standard Vanguard saloon, black, red leather, 7,000 miles, heater; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0921-2. [1506

£845 (—July, 1949, Standard Vanguard saloon in grey with full complement of de luxe extras, beautiful leather upholstery, heater, loose seat covers, etc., nominal mileage and in very nice condition.

CHOICE of three others—one green, one black, one beige, at

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [3502

1950 (June) Standard Vanguard Pickup, special bronze finish, heater, loose covers, tonneau cover, indistinguishable from new; £725.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [2252

1950 (March) Standard Vanguard, Comet blue, beige leather, radio, heater, unusually good condition throughout; £1,095; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3232

ROSE & YOUNG, Ltd., offer: 1950 Standard Vanguard, finished in maroon, fitted heater, 11,000 miles only, unmarked; £1,045.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [3193

850 gns.—Standard Vanguard (April, 1949) saloon, steel grey, grey leather, one careful owner, excellent condition, choice 4 Vanguards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3278

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454.

ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

A new post-war Standard required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0751

STANDARD in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098. [2291

CASH immediately for good Standard.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [3101

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0660

Standard Cars Wanted

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

WE specialize in good pre-war Standard cars, immediate cash settlement.—Traymor Motors of East Ham, Grs. 2530/5834. [1455

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May, 3051. [6929

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond. Cash or exchange. Tel. Gla. 2480. [0451

FRICKERS OF HOLLAND PARK are interested in the purchase of post-war Standard cars in first-class condition.—Holland Park Ave. (next door to Underground). Park 5077. [3224

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 6626, the London buying office of Lamb's, Ltd. (Woodford, Essex).—Slough House, 16, Berkeley St., W.1. [2771

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29459.

DISMANTLING 1949 8hp, 1936 12hp, 1936 9hp.—Motolympia, Welshpool. Tel. Cwmystry 480. [0436

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20805. [1201

STANDARD and Triumph spares and service, replacement units.—W. J. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units; complete overhauls, recondition.—Puttock, Ltd., Alexandra Terrace, Guildford. Tel. 5591. [1200

STANDARD spares for all models, largest provincial stockists.—Rollingbrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3122). [0259

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5496. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—For chassis of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0296

K. J. MOORE, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 5366-7. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists Arcadia Ave., Finchley, N.3. Finchley 5906/9. [0098

STUDEBAKER

SIMPSON'S MOTORS offer 1948 model Studebaker convertible.—Wembley 6691/3905. [0966

STUDEBAKER (Champion) 1948, mileage 11,000; £1,800.—Weaver, Cockermouth, Cumberland. [6870

1937 Dictator, finished in beige, overdrive, new tyres, many extras, one owner car, taxed; £265.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0095. [2537

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., require Studebakers (1937 onwards).—Wembley 6691/3905. [0673

SUNBEAM

1935 Sunbeam 21hp sports coupe, good order, good tyres, completely repainted, quick sale required, hence the price, £145.—King, Old Hall, Nr. Ware. [5405

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0515

SUNBEAM-TALBOT

BROOKLANDS.

1950 Sunbeam-Talbot 80 saloon, small mileage.

103 New Bond St., London, W.1. Mayfair 8851-6. [9964

R. F. FUGGLE, Ltd.

1950 Sunbeam-Talbot 90 saloon, one owner, low mileage; £1,125.

1950 Sunbeam-Talbot 80 saloon, one owner, 15,000 miles, heater and other accessories; £1,165.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [7450

1950 Sunbeam-Talbot 80 saloon, black with beige leather, heater fitted, an exceptionally clean car; £1150.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [2567

£625—3-litre black saloon, 1940, total mileage since new 24,860, chauffeur kept, condition unmarked.—Box 7608. [5412

1939 Sunbeam-Talbot 10 drop head coupe, metallic grey, carefully maintained, new tyres, private sale; £495.—Tel. 1565. [3590

1950 Sunbeam-Talbot 80 saloon, grey, fitted with H.M.V. push-button radio, heater, one owner since new, low mileage; £1,290.—Below.

1949 Sunbeam-Talbot 90 saloon, heater, one owner, car in excellent condition throughout, any examination or trial, taxed year; £1,085.—Below.

1950 (Sept.) Sunbeam-Talbot model 80 coupe, colour satin bronze, one owner, low mileage, taxed year; £1,095.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [2253

1950 Sunbeam-Talbot 80, little used, unmarked; £1,190.—Smith and Hupfer, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [2824

SUNBEAM-TALBOT

1949 (July) Sunbeam-Talbot 80, 15,900 miles, black/beige, faultless; £975.—Tem. Bar 8484, Ext. 327, 10 a.m. to 5 p.m., Elo. 5669 after 8.30 p.m. [2908

1950 Sunbeam-Talbot 90 convertible, bronze, radio, heater, spotless; £1,165.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [3430

1095 gns.—Sunbeam-Talbot 90 (Nov., 1949) 2-litre sports saloon, gunmetal, sliding head, grey leather, radio, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

695 gns.—Sunbeam-Talbot (Sept., 1946) 10hp 4-door sports saloon, black, sliding head, grey leather, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

525 gns.—Sunbeam-Talbot (Jan., 1940) 2-litre four-seat drop head coupe, gunmetal, grey leather, Windtone horns, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3279

1949 Sunbeam-Talbot 90 saloon, first registered 15.6.49, finished black with grey leather upholstery, one owner, fitted H.M.V. radio, heater, loose covers and spotlamp, in excellent condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 901. [2684

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports tourer, late 1940, a somewhat scarce model, very attractive lines and quite impressive performance, good tyres, full all-weather equipment; a real bargain at only £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939/9, a very economical little motor, original black cellulose, brakes and steering just overhauled; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, original black finish, brown leather, very lively little engine, strongly recommended and guaranteed in writing; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, metallic bronze, fawn leather, 3,500 miles only since reconditioned engine fitted last October, excellent tyres; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, in silver grey with grey leather, completely maintained and serviced entirely by distributors since new, all servicing bills and charts available, whole car in very special condition; £795.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1940, immaculate black finish, fawn leather, recent overhaul to engine, brakes and steering and the whole car in most outstanding order; £645.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon, 1949, green with fawn leather, immaculate, low mileage model; £995.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchange; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [5497

1950 (Jan.) Sunbeam-Talbot 80 saloon, green, with brown leather, one owner, 14,000 miles, perfect throughout; £1,125.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3485

1940 Sunbeam-Talbot 10 4-seater tourer, two owners from new, full all-weather equipment and zipp tonneau cover, bills for £200 available, finished metallic blue, faultless throughout and taxed to December with 3 months' written guarantee; £485; terms, exchanges.

C.N.K. MOTORS, 353, Finchley Rd., London, N.W.3. Hampstead 5713. [3245

Sunbeam-Talbot Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212. [0156

RROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blacktriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 3251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 8401. [0111

ROWLAND SMITH'S.

ROWLAND SMITH'S the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0890

CASH buyers of low-mileage Sunbeam-Talbot 10s and 12s; distance no object.—Hattons, Lord St., Southport. Tel. [illegible]. [0802

URGENTLY required, 1950 Sunbeam-Talbot 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [0651

PHOENIX MOTOR Co. (SURREY), Ltd., urgently require Sunbeam-Talbots.—Phoenix House, High St., Sutton, Surrey. Vigilant 1121 (6 lines). [7350

CRIPPS of Nottingham urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46361. [0962

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0099

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TALBOT

BOON & PORTER, Ltd.

1948 saloon, black, brown leather upholstery, exceptional, mileage 19,000; £895.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2924

TALBOT 18hp saloon, first registered April, 1936, radio and heater; £525.—Campbell Symonds, Wembley 6262. [6204

£325.—Talbot 10 1937 saloon, black, sliding head, disc, engine just completely overhauled; bills available; smart little car; any trial; wireless available.—Shotbolt, 55, New St., Ledbury, Herefordshire. [3160

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0691

CASH immediately for good Talbot.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [3102

TRIUMPH

ACRES offer:—

1949 Triumph 2000 roadster, finished in champagne, low mileage, magnificent condition, indistinguishable from new; our price £995.

1948 Triumph 1800 roadster, finished in black, a magnificent example of this outstanding mode; scarcely used by extremely careful owner, radio, heater, first £895 secures.

ACRES AUTOS Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [1903

CAR MART, Ltd.

1947 Triumph 1800 Roadster, 16,000 miles; £895.

1949 Triumph 2000 Roadster, 17,000 miles; £1,025.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [3216

NEWNHAMS, Ltd.

1950 (Nov.) Triumph Mayflower saloon, maroon, under 9,000 miles; £995.

1938 Triumph 16hp Vitesse saloon, excellent condition; £395.

NEWNHAM HOUSE, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9931

BOON & PORTER, Ltd.

1950 (November) Mayflower, light blue, heater, almost unscratched, mileage 8,500; £1,000.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2926

RUSSELL MOTORS offer:—

1950 Triumph Renown, 12,000 miles, comet blue, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTOR (KNIGHTSBRIDGE), Ltd., 47, Sloan St., S.W.1. Tel. Sloan 9288. [7116

CHARLES FOLLETT, Ltd., offer:—

1950 Triumph Renown razor-edge saloon, gunmetal, grey leather, one owner, heater, outstanding condition; £1,275.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956/8. [3118

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, blue, beige leather, radio, 10,000 miles; £1,475.

1950 Triumph Renown saloon, black, beige leather, heater, 8,000 miles; £1,495.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3613

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 Roadster, genuine 16,000 miles, one owner, a superb example; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7677

1946 (December) Triumph 1800 saloon, black; £895.

BLACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 4485. [3248

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon; £1,275.

GORDON CARS (LONDON), Ltd.—1950 Triumph Mayflower saloon; £1,125.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster; £1,065.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster; £895.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [5463

1949 Triumph Renown, one owner, low mileage, black, beautiful condition; £1,150.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [3504

1950 Triumph Renown saloon, gunmetal, grey leather, heater, 9,000 miles, one owner.

RIPCO, Ltd. (Triumphs purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [9044

1950 Triumph Renown saloon, 6,400 miles, one owner, black/beige leather, as new; £1,400.

H. A. SAUNDERS, Ltd., 390, Euston Rd., N.W.1. Euston 4511. [3325

1949 (March) Triumph 2000 saloon, grey, grey leather, ex. cond., 20,000 miles, fitted radio.

TICKFORD, Ltd., 5, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [2782

1949 (late) Triumph 2000 Renown, colour black; £1,050.—See also our advertisement on page 83.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [2944

TRIUMPH 1800 Roadster 17/7/47, grey, taxed, radio, 21,000; £795.—Smith, 41, King's Rd., Brighton. (Tel. 28852.) [3068

1950 C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 5051. [3234

1938 Triumph 14.60 Gloria saloon, excellent condition, outstanding performance, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [1907

TRIUMPH

1948 Triumph 1800 grey Roadster, genuine 14,000 miles; £825.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3347

1950 Triumph Mayflower saloon, heater, as new; £1,025.—Sidney Marius, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557-6970. [2971

IMMACULATE Triumph Renown, 1949, genuine 22,000, loose covers, wireless, etc.; £1,200 or part exchange Austin Princess, cash adjustment.

BEASON-COOKE, Ltd., Bath St., Leicester. Tel. 62561. [2752

1946 Triumph razor edge saloon, black; £785.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2875

1950 (Oct.) Triumph Mayflower, 7,000 miles, fitted heater, immobilisers, black, red interior, as new; £1,025 o.n.o.—Tredwell, New Odiham Rd., Alton, Hants. [2740

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer, 6,400, immaculate condition; £1,295.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6066

GATEHOUSE offer 1939 Triumph Dolomite saloon, black, in excellent condition throughout; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mon. 4644. [2947

1951 registered November 1950, Triumph Renown saloon, black, one owner, low mileage, immaculate; £1,250.—Kings Motors, 1, High St., Hounslow. Tel. 5532.

1949 Triumph Roadster, finished grey, fitted new hood, one owner, very nice specimen; £995.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3561

1950 Triumph Renown saloon, black with fawn leather, 8,000 miles, chauffeur maintained, condition equal to new; £1,375.—Stratstone, Ltd., 40, Berkeley St., W.1. Mayfair 4402.

1938 Triumph Dolomite 14hp de luxe saloon, black with blue leather upholstery, engine completely overhauled, whole car in good original condition; £500.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [9549

ROSE & YOUNG, Ltd., offer 1948 Triumph 1800 razor-edge saloon, exceptional condition, fitted radio and heater, black, with beige leather; £875.—63-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [3194

£850 gns.—Triumph 2000, April 1949, Roadster coupe, black, grey leather, Windtone horns, excellent condition, choice of 4 Triumph Roadsters; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3261

£395.—Triumph 2-litre Vitesse Sportsman's 4-door saloon late 1938, a particularly pleasing example of this classic series, general appearance and body lines much in advance of the year; a fast, reliable car, delightful to drive, tyres almost new, all accessories in 100% order.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m., Monday to Saturday. [3501

NAYLOR & ROOT, Ltd.—1950 Triumph 2000 Roadster, champagne, brown, low mileage, any trial; £995; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [3156

1948 (June) Triumph Roadster 1800, most attractively and beautifully refinished in cream with maroon mohair roof, as chrome, equal to new, fitted heater and twin chrome Windtone horns, also fitted extra set of carpets to cover the originals, which are still like new; the performance of this car is second to none, and is specially tuned for petrol economy; taxed; a genuine bargain, photo available; £775; delivered free, terms and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Pen. 3457. [3526

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

OFFER your Triumph to Ripco, 16, Albemarle St., Mayfair, W.1. Regent 2952. [3051

TRIUMPH in good condition wanted.—32, Brockham Drive, Ilford, Essex. Valentine 2098. [9449

WANTED, 1946/49 Triumph Roadster; no dealers.—E. Fletcher, 32, Greville Rd., Cambridge. [3144

CASH immediately for good Triumph.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [3103

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0653

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [6930

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London buying office of Lamb's, Ltd. (Woodford, Essex).—Slough House, 16, Berkeley St., W.1. [2772

Triumph Spares and Service

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 532). [0755

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines).

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0762

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7723.

UTILITY CARS

DICKS.

1940 Hillman Minx utility, just fitted new body; £450.

DICKS CAR SALES, Ltd., 565-401, High Rd., Kilburn, Maida Vale 6688-9. [4063

SIMPSONS (Edgware).

BEDFORD 12hp Utilecon, 1940, one owner, as new; £425.

SIMPSONS MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3866 and 7070. [3464

JACK STONE & SON offer:—

1949 (July) Austin A40 5-seater utility, £795; 1946 Bradford Jowett 5-seater utility, £465; 1949 (first registered), £10 tax; 1946 model Humber 20hp 7-8-seater maplewood utility; 1939 Ford 22hp 7-seater utility, £265; 1939 Ford 10hp 5-seater metal body utility, £295; 1938 Ford 8hp 5-seater utility, £250, easiest of terms, exchanges, free delivery anywhere, send for up-to-date list and special 7-way plan.—221, Upper Richmond Rd., Putney. Tel. Putney 1054 5, 2276-7. [3455

ROWLAND SMITH'S for Utility Cars.

495 gns.—Ford 8 (June, 1947) 4-door 5-seater utility, coachbuilt varnished timber body, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Austin 8 (Jan., 1946) 5-seater utility, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Ford V.8 (registered 1947) (£10 tax) 50hp Canadian 6-seater 4-door utility, grained timber body, cream bonnet and wings, glass all round, removable rear seat, drop tailboard, steering column gearchange, radio, very good condition; terms exchanges.—Rowland Smith, below.

295 gns.—Morris 14 1938 5-seater utility, coachbuilt varnished timber body, maroon bonnet and wings, glass all round, fold flush rear seat, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Ford V.8 1936 30hp 4-door 8-seater utility natural timber body, sliding glass windows, fold-flush rear seating, drop tailboard, very good condition; terms, exchanges; list; open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3252

1950 Bradford utility 6-light; £475.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3592. [9564

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1948 (Nov.) Jowett-Bradford utility, royal blue, bodywork as new, mechanically excellent, small mileage, one owner; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [5028

BEAD BROS. MOTOR Co. (LONDON), Ltd., offer:—

1949 registered, Hillman 10 utilecon, superior condition; £495.

1939 Bedford 10hp utility van; £295.

1937/8 Ford 10hp utility, reconditioned engine, new battery, in beautiful order throughout; £315.

1946 Ford 8hp Utilecon, excellent running order; £345.

56 Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [2114

1949 Bradford utility, 4 seats, immaculate, guaranteed; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2769

1947 Austin 10 utility, seating for 4, smart metal bodywork; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1282

1948 Bradford de luxe utility, small mileage; £450.—Buntings, Harrow 6225-6. [1467

1940 Ford 10cwt Utilecon, taxed; £350.—Powell, Invictus, Hillside, Tankerton, Kent. [2826

ALVIS 14 estate car, 1946, rebored, resprayed, regrained; £675.—Enquiries Welbeck 6655. H. N. M. Leves. [2650

1936 Chevrolet canteen, 26hp, good running order; £175.—Dunham & Haines, 46, Castle St., Luton 2100. [5442

£498.—Hillman 10 1948 phase 2 utility van, excellent mechanically, radio, etc., exceptional value; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (Clyde Holland Park Tube). [2725

1938 Dodge 4-door utility, serviceable and well maintained; £265.—Dunham & Haines, 46, Castle St., Luton 2100. [5445

NEW Austin 16hp coachbuilt shooting brake, delivery shortly.—Full details Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [2564

CENTRAL GARAGE (CROYDON), Ltd., offer: 1949 Standard Vanguard utility, really remarkable condition; £850.—Croydon 7464. [9451

UNREGISTERED Jeep Utility fitted with a most attractive body; £595.—Jacobs, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 0677-8. [3294

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

HUMBER Super Snipe shooting brake, 1947 model, condition as new.—Enquiries to L. R. Clark, 27, Walcot Rd., Swindon. Tel. 3417-8. [2711

1948 (July) Hillman Estate car one owner, 27,000 miles, immaculate; £795.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [3554

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane Harrow. Tel. 6225-6. [0631

AUSTIN Countryman, Nov. 50 6,000 miles; £985.—A. Clayton's Cars (London) Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2876

1949 Vanguard estate, radio, heater; £1,050.—Clayton's Cars (London) Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2871

1947 Hillman estate, colour grey, 15,000 miles; £625.—Clayton's Cars (London) Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2874

ALVIS 1947 14 estate car, faultless, new hood, upholstery; A.A. inspection invited; offers over £765.—13, Woodford Parade, E.18. £10 tax, end of year. [2469

1948 Riley utility shooting brake, 1½-litre, in 100% condition, mileage 26,000, immaculate; nearest offer £850.—Switer, Halesowen Rd., Old Hill, Staffs. Cradley Heath 6168. [2678

UTILITY bargains!!!—1951 (reg.) £10 tax, Hillman 10 utilecon, £450; 1939 Ford 8 utility, fully reconditioned, fitted radio, £295; 1937 Ford V 8 22hp utility, excellent cond., £175.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [2241

1947 (October) Alvis utility, a high quality all-purpose vehicle with a thoroughbred chassis; £850; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [2994

LANCHESTER 10 1934, converted attractive grey shooting brake 1950, well maintained, first-class order; photograph available; suitable business and private use; £185.—Haslam, 54, Chaldon Way, Coulsdon, Surrey. Downland 1458. [3401

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

VAUXHALL 10

READ BROS. MOTORS, Ltd., offer:—

1938 Vauxhall 10hp de luxe saloon, one owner since new; £380.

READ BROS MOTOR COMPANY (LONDON), Ltd., 8, Se, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [3564

1947 Vauxhall 10 saloon, black, outstanding body condition, excellent mechanical order; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [3545

1947 Vauxhall 10, small mileage, as new; £650; terms and exchanges.—H. Rose, The Lynch Garage, Uxbridge. Uxbridge 122. [3289

1939 Vauxhall 10 saloon black with green leather, excellent condition throughout, 19,000 miles only; £475 or near offer.—Box 7545. [2839

1938 Vauxhall 10 saloon, splendid order; £400.—Smith and Hunter, 276, Kensington High St., London, W.14. Tel. Western 2512. [2621

VAUXHALL 12

H. A SAUNDERS, Ltd.

1947 Vauxhall 12, 20,000 miles.—Radlett, Herts. Tel. Radlett 5681. [3722

PALMERS MOTORS, Ltd.

VAUXHALL 12 1946 immaculate condition, with wireless; £595; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [3295

CLANFIELD LAWRENCE offer:—

1947 (Sept.) Vauxhall 12 saloon; black; reconditioned engine; fitted heater radio, wind tone seat covers, etc.; spotless condition; £735.—409, High Rd., N.12. Finchley 0091. [3555

1939 Vauxhall 12 saloon, blue, with leather upholstery recommended car; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [3547

1940 Vauxhall 12 de luxe saloon, taxed, very excellent condition throughout; £475.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [1966

1948 Vauxhall 12 de luxe saloon, one owner since new, extremely clean condition, bargain; £725.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3427

VAUXHALL 14

B. J. HUNTER, Ltd., offer:—

1946 Vauxhall 14hp saloon, famous J type, carefully used; £695.—Below.

1940 Vauxhall 14 saloon, engineer maintained; £550.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [9165

1939 Vauxhall 14hp saloon; £525.—Gordon Woodeson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [1895

£325.—Vauxhall 14 1937 touring saloon, excellent mechanically, good tyres, many extras, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5056-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2728

1946 Vauxhall 14 J-type saloon (choice 2), absolute bargain £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [3763

1948 Vauxhall black saloon, J type, brown hide, heater, demisters, fog and spot lamps; £790. Tel. Ham. 2058. 304, Finchley Rd., N.W.3. [3074

£225.—1955 Vauxhall 14 de luxe saloon, black, very clean condition, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3596

VAUXHALL 14 de luxe saloon, black, brown hide, all original condition, mechanically quiet and very sweet running, exceptional model for the year 1937; £365.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [3650

VAUXHALL 14

1937 Vauxhall 14 touring saloon, extraordinarily low mileage, faultless both as regards appearance and mechanical condition; we sincerely believe this to be the finest example of its type on offer to-day; 3 months' guarantee; £435.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [1986

£325!—Magnificent 1937 Vauxhall 14 full touring saloon de luxe, excellent leather interior, outstanding bodywork, engine, brakes, suspensions, clutch recently overhauled, absolutely 100% mechanically and one of the finest value motor cars we have recently had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3576

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1950 (Nov.) Vauxhall Wyvern saloon, 8,000 miles; £1,115.

1950 Vauxhall Velox saloon, 6,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3217

BOON & PORTER, Ltd.

1950 Wyvern saloon, black, beige upholstery, one owner, exceptional condition; £950.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2925

H. A SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, green with brown upholstery, 9,000 miles; £1,075.

836/842, High Rd., N.12. Hillside 0024. [2817

HAROLD RADFORD & Co., Ltd.

1949 (September) Vauxhall Velox saloon, colour, grey, speedometer reading 9,757 miles; one owner, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1922

MCKINNON MOTORS, Ltd., offer:—

1950 (Sept.) Vauxhall Wyvern saloon, blush grey, leather to match, 1,600 miles only, genuine, one owner, a brand new car; £1,295; 6 months' guarantee; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [2765

1949 Vauxhall Velox saloon, fitted radio, heater, loose cover, 15,000 miles; £895.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. [3033

CENTRAL GARAGE (CROYDON), Ltd., offer: 1949 Vauxhall Wyvern, 11,000 miles, perfect; £955.—Croydon 7464. [9432

1951 model (15/11/50) Velox, 1,800 miles only, laid up, green with green leather, heater, covers, etc., spotless; £1,150.—Box 7468. [2698

1950 (Sept.) Vauxhall Velox saloon, 3,000 mls.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [3003

1949 Vauxhall Velox saloon, grey/beige leather, nominal mileage, fitted radio and heater; £955.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1262. [5190

1950 Velox, blue, grey leather upholstery, host of extras, immaculate; terms.—Condor Motors, Ltd., 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 6467, 9169. [5471

1950 (July) Vauxhall Velox, dark metallic blue, grey leather upholstery, fitted radio and heater, speedo reading 9,000, absolutely as new throughout; £1,025; exchange considered.—Turner, Palmers Green 7695. [3632

TANKARD & SMITH, Ltd., offer a 1949 Vauxhall Velox saloon, one owner since new, fitted radio, heater, thief alarm, water sprayer, etc., moderate mileage, excellent condition and fully guaranteed; £860.—226-232, High Rd., N.15. Stamford Hill 5291. [2759

VAUXHALL 25

1937 Vauxhall 25hp, black, good condition.—Charles Cowling, Ltd., Automobile Engineers, Park St., Luton, Beds. [1728

1938 Vauxhall 25hp touring saloon (reg. Oct. 1937), black with brown hide upholstery, one owner, very good condition; £345.—Pantiles Service Garage, London Rd., Guildford 5326. [2212

VAUXHALL 27

1935 Vauxhall 27hp 7-str., face-forward, two owners, in perfect condition throughout; £350; terms and exchanges.—H. Rose, The Lynch Garage, Uxbridge. Uxbridge 122. [3289

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1939 (March) Vauxhall 14, black, red leather upholstery, tyres good all round, mechanically sound and roadworthy; £545.

1947 Vauxhall 10, black, brown upholstery, tyres good all round, very clean car throughout; £725.

1946 (July) Vauxhall 10, black with brown leather, engine, gear box and back axle completely stripped and overhauled in our workshops, good tyres all round, body condition good; £645.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [2940

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

VAUXHALL MISCELLANEOUS

GRAHAM BRIGHT (REGENT), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9687), always have a fine selection of post-war Vauxhall models carrying full warranty, your inspection invited. [0283

Vauxhall Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

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ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

VAUXHALL in good condition wanted.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

A 8 new, post-war Vauxhall car required.—Fortune, 5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2766 (day). [0752

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0613

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0805

7-SEATERS privately owned modern Limousines required, cash waiting. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [1862

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

TRIANON.

TRIANON.—Established over 30 years, the firm with a reputation for reliability and quality workmanship, offer the undermentioned services on Vauxhall cars and vans.

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TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BVC, JCV models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0137

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged to manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0505

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WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

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EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass, Egham 131. [0196

SQUIRE MOTORS Ltd., of Henley-on-Thames, for specialised Vauxhall service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 450. [0275

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—157-149, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0395

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

VINTAGE CARS

OWING to removal to Ireland, J. Ellis is reluctantly compelled to sell his collection of vintage and unusual motor cars; on view at Motor Distributors, Ltd., Armley, Leeds; reasonable prices; call, write or 'phone Leeds 36704, before the best are sold. [2852

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain, sales, service and spares. [0373

VOLKSWAGEN, registered 1949, right-hand drive, excellent condition; £425.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [3604

Volkswagen Cars Wanted

VOLKSWAGEN wanted in good condition.—32, Brockham Drive, Ilford, Essex. Tel. Valentine 2098.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Volkswagen Cars Wanted

VOLKSWAGEN required.—C. Woods, Brookside, Acacia Rd., Staines, Middlesex. Staines 2546. [7649

CLARKE & SIMPSON wish to purchase the best examples.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [2280

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Eursefery Rd. (Victoria 3551), Davies St. (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service and repair facilities. [2757

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd. Willys-Overland distributors for the United Kingdom.—Service department, 18, Providence Court, W.1. Mayfair 5242. [0189

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1949 Wolseley 4/50 saloon, black, 15,000 miles, in excellent condition.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [9927

ACRES offer:—

1947 Wolseley 18, black, brown leather, immaculate condition, one owner; £695.

1940 Wolseley 12-4, incredibly good condition, black, brown upholstery, stored long period, speedometer reading 41,000, undoubtedly genuine, a really magnificent example, which must be seen to be believed; first £575 secures.

1939 Wolseley 14hp saloon, black with brown upholstery, moderate mileage, extremely good order and sound throughout; first £550 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [2956

NEWNHAMS, Ltd.

1948 Wolseley 10 saloon, green with brown leather.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9017

COACHCRAFT offer:—

£695—1947 Wolseley 14/60 saloon de luxe, new engine, very much above average all round, A.A. or R.A.C. test if desired; terms to suit.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [3456

H. A. SAUNDERS, Ltd.

1950 Wolseley 6-80, 10,000 miles.

1950 Wolseley 4-50, 12,000 miles.—Radlett, Herts. Tel. Radlett 5681. [3725

PALMERS MOTORS, Ltd.

WOLSELEY 14 saloon de luxe 1940, immaculate condition, with wireless; £525; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890. [5294

1938 Wolseley 12hp saloon, immaculate, original condition; £465; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge. Uxbridge 122. [5290

GUY ALFREDS & Co. offer:—

1939 Wolseley 10 sun saloon, black/brown, recently reconditioned, excellent tyres, taxed, superb order; £475.—6-7, Warren St., W.1. Euston 5268. [5311

B. J. HUNTER, Ltd., offer:—

1947 Wolseley 18 saloon, late property local authority, well maintained; £750.—Below.

1948 Wolseley 8hp saloon, 4-door de luxe model; £725.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [9164

HAROLD RADFORD & Co., Ltd.

1949 Wolseley limousine, first registered July, 1950, speedometer reading 19,000 miles, colour black, with division and face forward occasional seats, in immaculate condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2963

PHILIP RICKARDS, Ltd., offer:—

1950 Wolseley 6/80 saloon, black/brown, 5,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [3450

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, grey/brown leather, 4,000 miles.

1950 Wolseley 4/50 saloon, black, brown leather, 10,000 miles; £1,225.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2276

1939 Wolseley 14 saloon, excellent condition; £495.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3034

1937 Wolseley 10 saloon, one owner; £295.—Below.

1938 Wolseley 18 saloon de Ville model; £335.—Below.

1948 Wolseley 14 saloon, one owner, superb condition; £765; terms, exchanges.—Withams Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 5280-5769.

1939 Wolseley 18, twin spotlights, twin horns perfect running order; £625.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1294

1950 (June) Wolseley 6/80, 5,200 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [3162

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0083

1949 Wolseley 6/80 maroon saloon, very well maintained; £1,075.—Ring Sloane 5973 for inspection. [2735

WOLSELEY

1939 Wolseley 14 saloon, taxed; £450.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [2353

1939 Wolseley 14 de luxe saloon, excellent; £425.; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3298

1947 Wolseley 14 saloon, nominal mileage, immaculate; £795.—Royston Motor Co., Ltd., Herts. Tel. 2148. [2694

1951 series Wolseley 6/80 saloon, 400 miles only; Covenant free.—Autoworks, Ltd., Winchester. Winchester 4654. [2801

1950 Wolseley 6/80, moonstone grey, immaculate condition.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [5308

1937 Wolseley 14 saloon de ville; £525.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [2950

1940 Wolseley 14 saloon, black with brown leather upholstery, reconditioned engine, exceptional condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4461. [7105

1938 Wolseley 14hp saloon, black/brown leather, nice order; £425.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [2547

1939 Wolseley 25 saloon, recent new engine; £475.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2819

1946 Wolseley 12 saloon, one owner, black, moderate mileage; £765.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [3429

1937 model Wolseley 25 4-door de luxe saloon, excellent condition; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-6. [2291

1938 25hp Wolseley, kept in 100% condition, reconditioned engine, 4,000 miles, one private owner.—Kennet Motor Works (1949), Ltd., Hungerford 64. [2715

1939 Wolseley 14 saloon, immaculate condition, looks post-war model, finished in black; £385.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [1471

CAMDEN MOTORS.—Wolseley 8hp 4-door de luxe saloon late 1948, olive green, with brown leather, beautifully maintained and in every way a most desirable little car; £725.

CAMDEN MOTORS.—Wolseley 10hp saloon 1939 model, identical to post-war series, original black finish, sunshine roof, de luxe leather interior in dark blue, very sweet little engine, a sturdy, reliable car with economical but satisfying performance; £445.

CAMDEN MOTORS.—Wolseley 14 saloon 1939, privately owned and in very special mechanical condition, recent reconditioning of engine by Burtonwood Engineering Company, rebore, reground crankshaft, all bearings remetalled, new pistons, overhaul to carburettors and other major components, all bills available for inspection, this car cannot fail to appeal to discerning purchaser requiring a car in much above average order; £545.

CAMDEN MOTORS.—Wolseley 14hp saloon 1938, with the attractive streamlined body styling, finished in dove grey with blue trimmings and blue leather interior, another privately owned car in our usual exclusive condition; £445.

CAMDEN MOTORS.—Wolseley 18hp saloon 1939, black, brown leather, £85 spent on reconditioning last month, beautiful coachwork and interior, sparkling chromework, 5 almost new Goodyear tyres, unrepeatable value at £495.

CAMDEN MOTORS.—Wolseley 6/80 saloon, November 1950, as immaculate, very low mileage model, one particularly careful owner, heater, etc.; £1,295.

CAMDEN MOTORS.—Wolseley 4/50 late 1949, in beige, 12,000 miles, heater, seat covers, etc.; £1,295.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (6 lines.) Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m., Monday-Saturday. [5499

1950 Wolseley 6/80 saloon, maroon with brown leather upholstery, one owner, 1,600 miles, private sale; £1,200.—Gibb, Titbeech House, Hatfield Peverel, Chelmsford, Essex.

£295—1937 Wolseley 14 de luxe saloon, excellent condition, choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Bat. 1107-8-9. [1927

23000 miles 1947 Wolseley 14 black with brown leather upholstery, unmarked, in new condition; £850, terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [2937

29000 miles, 1937 Wolseley 7-seater limousine, with leather upholstery, the whole car in new condition, having been stored for a considerable period; offer invited.—Riverside 3994. [2935

1947 Wolseley 12 saloon, black, brown leather, one owner, works reconditioned engine, 6,000 miles; £815.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1947

SEPTEMBER 1946 Wolseley 18 de luxe saloon, green with green hide upholstery, radio and heater, almost new condition, 27,000 miles; £795, terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [2936

1950 Wolseley 6-80 saloon, first registered 25.4.50, finished grey with brown leather upholstery, one previous owner, fitted tonneau, loose covers, rubber overlay link mats and twin spotlamps, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 809. [2895

1947 (August) 25hp Wolseley 7-seater limousine, finished in black, Bedford cloth in rear, loose cover on driver's seat, mileage 35,000, very good mechanical condition, excellent oil pressure, very good tyres and in extremely clean condition throughout; one owner.

EGHAM & HEWSON, Ltd., 176, London Rd., Sheffield. Tel. 52488. [5026

1949 (October) Wolseley Six-Eighty saloon, approximately 12,000 miles, privately owned, finished attractive maroon, leather upholstery, H.M.V. push-button radio, Smith's heater, twin spotlamps, taxed to December; the whole car in really immaculate condition throughout. Trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., N. Finchley Station, N.2. Tudor 2301-2. [5236

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A & S Limousine, 25hp, 1939, partition, 7-passenger, leather, black, certified mechanically, exceptional, £565. Also

LIMOUSINE 1941, 25hp, partition, forward occasionals, magnificent condition, black, carefully maintained, £895.

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APE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [2917

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CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

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CMT THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 5454.

Wolseley Cars Wanted

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EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5274

WOLSELEY 6/80 saloon required.—Durngate House, Winchester. [2805

POST-WAR Wolseley wanted.—132, Hinton Avenue, Hounslow 7577. [1952

ALMOST new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4485. [0857

CASH buyers of low-mileage Wolseley 8, 12/48, 14/60, 4/50; distance no object.—Haltons, Lord St., Southport. Tel. 2268. [0806

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7757

1939 Wolseley 25hp series 3, 7-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-5. [0316

Wolseley Spares and Service

W. JACOBS & SON.

WE specialize in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 5240. [0707

ENGINE spares all models from 1931.—S. F. & D. A. Mean 75, Park Way, Ruislip, Middlesex. Ruislip 2652. [1747

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181) for Wolseley service; complete overhauls coachwork and reconditioned engines. [0277

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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RAYMOND WAY, the hire purchase specialists.

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LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby (1 minute bus station). Tel. 2340. Open week-ends. [1546

"THE Autocar Handbook: A Complete Guide to the Modern Car." Twentieth Edition. The completely revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full. Size 7½×5in., 342 pages, over 280 illustrations. Price 5/- net. By post 5/5 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, S.E.1.

Miscellaneous Cars Wanted

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays, Hampstead 6041 (10 lines). [0996

A CASH offer on spot for cars, motor cycles, lorries, any make or model; extras, h.p. a/cs settled.—Write, 'phone or call, Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251, ext. 130. [0734

BROADWAY MOTOR Co. want the cream of second-hand cars! Owners of low-mileage 8hp to 12hp post-war models and of really good pre-war cars should consult Sales Dept. at 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [0587

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0541

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AMBULANCES new and used, large selection.—Lawton-Goodman (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [2563

MOTOR HEARSES

A 40-50 Rolls-Royce motor hearse, body built by Simpson & Slater, Nottingham, in good order; price £175 or nearest offers.—Box 7546. [2846

ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse bodies they are building on the new Humber Pullman and Austin Sheerline limousine chassis; deck, bearer or pedestal type supplied.

BRIDGE St., Northampton, Tel. 907. [0705

MOTOR HEARSES

A LFE & SAUNDERS Offer highest quality Hearses—with certificate guaranteeing mechanically (ready service) inspection invited.

AUSTIN 16hp, 1952, brand new, 4-bearer streamlined Deck, exclusive equipment, reasonable cost, illustrated brochure despatched.

DAIMLER 1953 32hp, magnificent 1952 streamlined Coachwork, partitioned, 5-door, 6-bearer, swept tail.

HUMBER Phase-III, six bearer, streamlined Coachwork, exclusive lavish equipment, illustrated brochure available, bargain value.

ROLLS-ROYCE 1955 Phantom II equipped latest 1952 five door partitioned 6-bearer swept tail Coachwork, exclusive equipment, £1630.

ROLLS-ROYCE Phantom III (late 1937) partition, 5-door, 6-bearer, magnificent streamlined swept tail 1952-Coachwork, lavish equipped, reasonable cost.

ALFE & SAUNDERS (Limousine and Hearse specialists) Providence Court, North Audley Street, Mayfair-2941. [2911

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1949 Austin A40 van, plain maroon, exceptional condition; £565.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [6294

GUY ALFREDS & Co. offer:—

1950 Ford 5cwt, small mileage, as new.

1946 Morris 2ton van, primer, fine order.

1947 (registered) Austin 4ton Luton, in fine order throughout.—6-7, Warren St., W.1. Euston 3268. [2973

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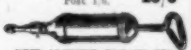

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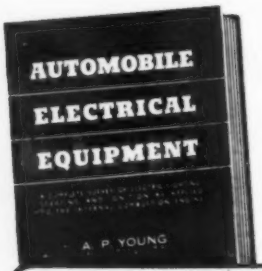

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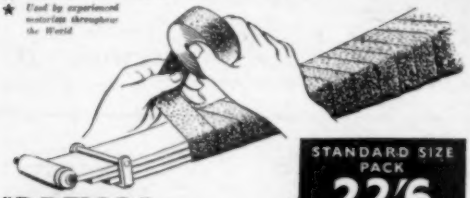

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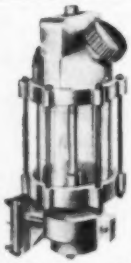

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